

**HISTORY**

**OF**

**THE OLD HISTORIC**

**TOWN OF LONGVIEW**

**ASHLEY COUNTY**

**ARKANSAS**

**1840'S – 1906**

***LEROY DECKELMAN***

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## HISTORICAL CHRONOLOGY-LONGVIEW

<u>DATE</u>	<u>EVENT</u>
1541	DESOTO CROSSED MISSISSIPPI RIVER INTO ARKANSAS.
1762	FRANCE CEDES "LOUISIANA" (INCLUDING AR) TO SPAIN.
1768	FOGLE AND BULEET FAMILIES LOCATED IN LONGVIEW AREA.
1800	SPAIN RETURNS LA TO FRANCE.
1803	NAPOLEON SOLD LA. TO U.S. FOR \$.04 AN ACRE.
1819	ARKANSAS TERRITORIAL GOV'T ESTABLISHED.
1824	QUAPAW'S CEDED THEIR CLAIMS TO LAND FROM L.R. SOUTH TO U.S.
1827	NICHOLAS RIGHTOR SURVEYING BETWEEN FOUNTAIN HILL & LONGVIEW.
1836	ARKANSAS BECAME THE 25 <sup>TH</sup> STATE .
1840's	LONGVIEW FOUNDED

**THE TOWN OF LONGVIEW  
ASHLEY COUNTY, ARKANSAS  
1840 – 1906**

**INTRODUCTION**

The Saline River is a common topic of conversation for those who have lived in Ashley County. The talk may range from such things as “the fish are beginning to bite,” or “is the river up?” and eventually the conversation gets around to discussing the beauty and serenity of the Saline. It has an attraction and appeals to the many who come to enjoy its waters.

A popular and well known location on the Saline is the old town of Longview. While the river itself is probably much the same at Longview as it was in the 1850's the old River Town of Longview is not even a “Ghost Town” today.

The only sign of Longview's previous existence is the cut in the East and West banks where the old Ferry Road met the River. There also remains evidence of a chute on the east side of the river in the immediate vicinity of the bridge. While the chute has filled in, some with the normal flow of the river and with the bridge and roadway construction, it is still visible. J. D. Hollis who was born and lived there says they always referred to this as the “Steamboat Chute.” Several monuments have been erected near the bridge in recent years commemorating the settling of the area and a Civil War skirmish which occurred there in 1864.

Longview was a well known frontier town. The Landing was the home port of Captain Robert J. Withers. This resulted in Longview becoming a primary shipping point. Also the ferry at Longview provided a way to cross the Saline River for those who were traveling through the area.

In modern times the R. L. Davis family have been the owners of the land that made up the lots of Longview. Their land also consists of a number of leased lots that provide homes for those whose preference it is to enjoy life on the river. Dr. Don Toon also developed a large number of lots on both sides of the river.



**LONGVIEW**  
**ASHLEY COUNTY**  
**ARKANSAS**



**The river traffic and the steamboats' loud steam whistle is no longer heard at the bend in the Saline River where the Longview DAR monument is located. As it stands steadily there on the North side of the busy highway the sounds are much different as the large trucks carrying logs, wood chips and gravel rumble along vibrating the ground where the monument stands.**

**The river flowed by here serving the settlers as it provided access to this location. Looking at the monument one can imagine these hardy people going about their daily activities while fulfilling their dreams and ambitions of finding a home in the wilderness. It becomes easy to relate those pioneers to Shakespeare's character who says, "Life is but a one act play that walks and struts its hour upon the stage and then is heard no more." All that remains today are the memories along the peaceful shores of this old river.**



# LONGVIEW LOCATION 1936 ARKANSAS HWY MAP



1936 Arkansas Hwy. Dept.  
Ashley County

- ① J. J. Deal
- ② H. L. Gardner
- ③ Gardner School



## **RESOURCES**

Researching Longview has been a very time consuming project but at the same time it has been most rewarding and interesting. I recommend it only to the retired types. I have had many conversations with Frank Denson and Bob Phillips, friends for a lifetime, about Longview and its people. They are very familiar with the families that lived there and some of the more notable events.

I also contacted Gordon Hartrick, a retired Crossett and G-P Forester who managed the Longview District in the 1940's and later. Gordon provided some information that has been very helpful, but said what I was looking for was "Lost in the Mist of Time." He was exactly right. There are not a lot of written documents that were penned by those early settlers to provide us with their personal slant on just how their lives were as they settled the country.

In addition to this I have researched the deed books in the Ashley Circuit Clerk's Office. These old faded pages have spent most their days unopened and on the shelf. It was pretty well accepted in the County that the infamous courthouse fire in July of 1869 destroyed all of the records. Only Book "D" was found to be missing. It was for the period around the end of the Civil War and I suspect that some of the transactions that were recorded during that period may not have been completely in keeping with the changeover from the Confederacy to the U. S. laws. This was quite an experience to delve through all of the history that is included in these old handwritten deeds. Familiar family names are listed on these ancient and faded pages.

I plotted all of the "BLM" Land Patents and listed the land owners in Township 15 S. Range 8 W so I could see who the first settlers were. At this point I could see that Longview Township and the Town of Longview needed to be handled separately.

When you speak of Longview its location can be illusive. Its perimeter has no fixed boundaries. It is generally accepted that the area several miles east and west from the old ferry landing is a part of Longview and if you are two miles up or down the river you are considered to be in the community.

Another source of information was 3 letters written by W. T. Martin, who lived in Bradley County as a young boy in the 1860's, and made frequent reference to the Town of Longview expressing much sentiment in his memories of the area. Mr. Martin was a well known lawyer in Camden for many years. (These letters are included in this history)

I talked with Eugene Davis, who is one of the owners of the old Longview property, as were other Davis's before him. Eugene's knowledge was supported by the findings in the deeds and other records.

**An old plat book used by Marion's father, Atlas Pierce had a land description showing a boundary for a plot of land at Longview being Main Street and Fountain Hill Road. That really got my attention and helped establish where the town was actually located.**

**The Ashley County Court records have numerous references to Longview and its citizens. Many of the hearings relate to roads either to be built or maintained. I believe there were actually more community roads in those days than now. It seems that everyone had several roads leading by their farms. Some of these continue to be visible but are fast disappearing as the modern methods of timber harvest sweep through the forests. Roads ran along the Saline on both sides. I experienced these old roads when I was growing up. They meandered their course, dodging the larger trees and the wet spots.**

**There was the licensing of business's and more than eight ferries in the county. Civil suits were frequent. Estates were assigned administrators. Judge Y. W. Etheridge's "History of Ashley County" covers some of the legal aspects of the day and is a well written history loaded with research.**

**Newspaper articles by Janice Clark, John Sullins, Ernie Dean - the Arkansas Traveler - are helpful. David Moyer's account of the Skirmish at Longview and some Reconstruction history in the Ashley County Ledger is probably the best report of the Civil War Activity in Ashley County that is available.**

**The people at Longview were the pioneers of the day whose lives on that frontier parallel many of those that we see on the TV documentaries of those who struggled to conquer the obstacles of a new world. Remember many traveled in wagons pulled by oxen. Others came up the river in a keel boat.**

**Longview attracted the settlers and probably has more history than we will know. It was an ideal port because of the depth of the river and the existing roads that brought commerce for shipping and the delivery of needed goods for the area.**

**It is quite easy to get involved in the research of an area. This is especially true when one piece of information after another shows up, and then other information is produced to support an earlier find. I think the people of Old Longview deserve to be remembered. An unknown poet put it this way:**

**"I hear eternal whispers, soft and still**

**If you don't remember us, who will?"**



**LETTER FROM GORDON HARTRICK – 8-10-2001**

**Leroy:**

**I wish I had the answers to the questions you asked. I've wondered about them myself. Unfortunately, the facts were lost in a courthouse fire many years ago that destroyed the 1800s records.**

**A few things I remember. It doesn't answer your questions. But Philip Derton is buried up on the hill west of the river. There is a monument to mark the spot.**

**The ferry at one time crossed where the bridge is now, but was moved up river a little to provide better approaches.**

**When Captain Withers gave up his steamboat I have heard it said that he settled, not in the town of Longview, but a little northeast of town where a slough was dammed to power a grist mill. The dam is long ago washed out but I located its site by a few bricks and other artifacts at the spot.**

**The road from Longview to Monticello went N & E through what is now just timber land. In the old days it was easily picked out by 3 – 4 house places along its course. It joined the present road system at a crossroads up in Drew county. An old cemetery is at the junction just west of the present road up in Drew county.**

**The county was surveyed sometime in the 1840s and the Company has copies of the original plats that would show the roads as of that time.**

**I believe the Civil War skirmish was at Wheelers Ferry. The Confederates had gone over to Johnsville driving ox teams and picked up some badly needed supplies there. Coming back they camped overnight. When the Union troops surrounded them their arms were stacked and there wasn't time to use them. Some broke out into the woods and hid out at Horsehead for some days. The Union troops threw the Confederate arms into the river.**

**I am not sure about the levee you mentioned. However there were several levees thrown up by slave labor to hold back the high water at flood times and prevent flooding the cultivated fields. Would yours serve this purpose? The RR dummy lines were rarely raised by dirt work.**

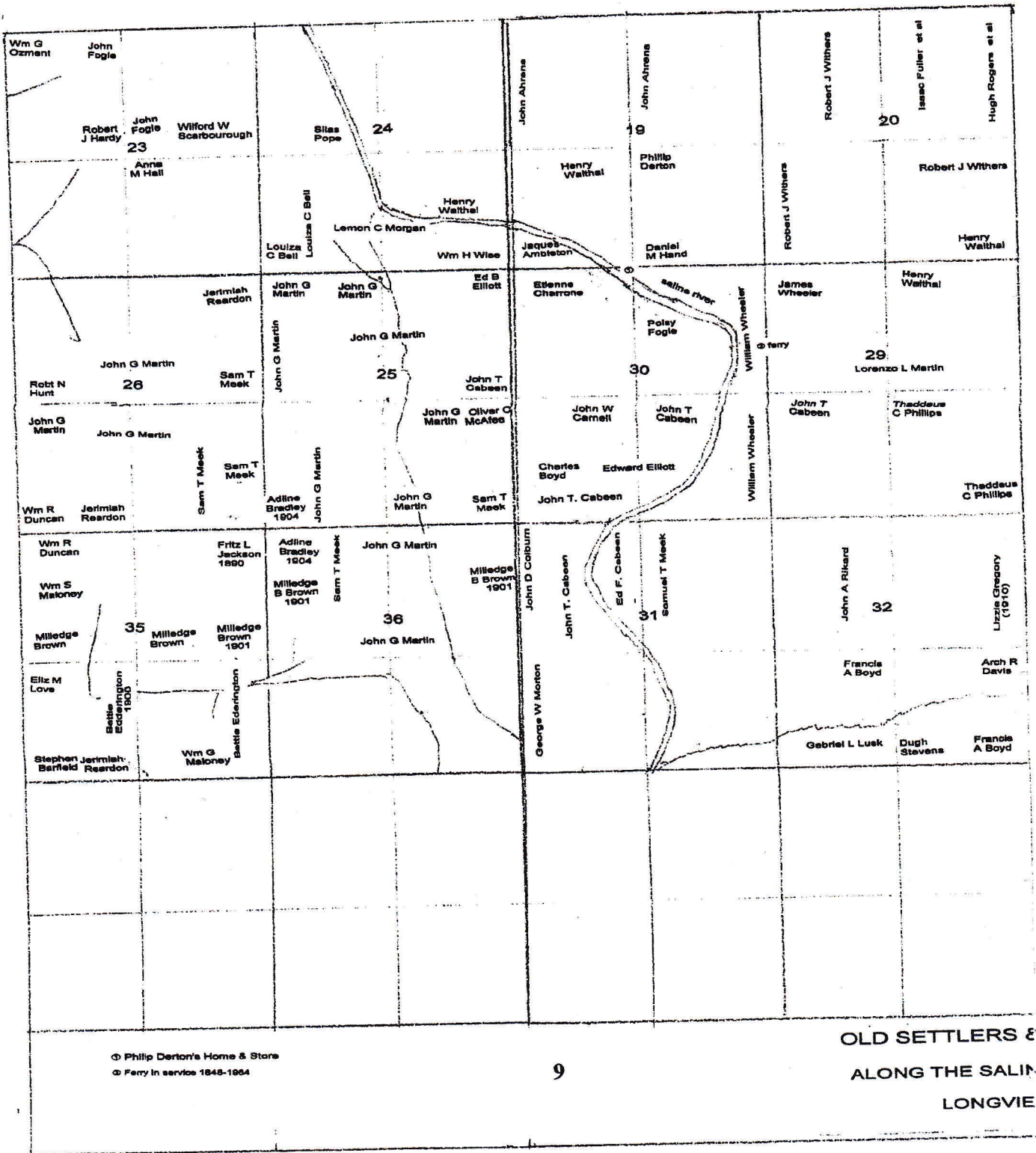
**Sorry I can't help more. Those days have all but disappeared in the mist of time.**

**Typed from a letter written in longhand**

**/s/ Gordon**



TWP 15 S RANGE 9 W  
BRADLEY COUNTY



**ASHLEY COUNTY**

[illegible]

## LANDOWNERS

## E RIVER - 1850'S

N AREA

This listing includes the original land patents and some later homesteads. The purpose is to show where the pioneers had their beginning at Longview

Leroy Deckelman - 9-1-2001

# LIST OF LONGVIEW DEEDS

GRANTOR	GRANTEE	DESCRIPTION	BOOK	DATE
B. D. Christmas	E. H. Moore	Lots 1 & 2	A 163	4-15-1851
J. D. Colburn	H. Walthal	Lot 10	B 295	10-30-1855
J. D. Coburn	B. W. Martin	Goods, Merch. & Shop	B 323	5-23-1856
J. A. Croswell	J. C. VanCleave	Lots 1,2,3,BI2 Lot5 BI 1	E 81	4-16-1860
W. M. Drucker	Francis Boyd	Lot 2 BI 6		10-5-1853
John C. Downey	John Fogle	Lot 1 BI 6	B 218	7-21-1855
J. C. Downey	John Croswell	Lot 2 BI 2 Lot 3 BI 2	D 628	2-29-1860
D. J. Easley	E. L. Johnson	Lot 1 BI 6 Lot 5 BI 1	D 124	7-25-1858
Robert Foster	D. Gillis	Lot 6 BI 6 Fx. Lot 5 BI 1	B 85	7-22-1854
John Fogle	D. J. Easley	Lot 1 & 5 BI 1	B 435	7-28-1857
Robert Foster	Van Vankenburg	Lot of land in Longview	E 311	11-23-1860
J. S. Grubbs	J. D. Colburn	Lot 10	B 200	1-17-1855
A. Goodwin	J. D. Colburn	Lot 4 BI 5	B 369	3-15-1856
D Gillis	J. C. Gillis	Lot 10 BI 7 Lots 1,2,,3,4,5	C 122	12-13-1858
J. C. Gillis	M. L. Graves	Lot 10 BI 7 Lots 1,2,,3,4,5	D 330	9-20-1858
H. L. Graves	Nancy Pouncy	Lot 4 BI 2	D 447	1-26-1859
T. F. Hamlett	J. C. VanCleave	Lot 4 BI 2	F 218	1-22-1863
E. L. Johnson	H. Walthal	Lot 1 BI 6 Lot 5 BI 1	D 125	7-28-1858
J. H. Johnson	F. M. Lillard	Lot 1 BI 9	G 295	8-29-1868
Ann Kirkpatrick	J. W. Kirkpatrick	Lots 1,2 B3 Lot 2,3,4 B 11	F 123	12-30-1859
J. W. Kirkpatrick	J. C. VanCleave	Lots 1,2 B3 Lot 4 BI 4 7,8,9	G 473	2-10-1868
L. L. Martin	R. J. Withers	Lot & House	E 184	8-16-1860
L. C. Morgan	J. F. Edwards	Steam Mill @ Longview	F 455	7-15-1865
C. Miller	Wheeler	Lot 1 BI 9	G 23	9-6-1866
James Norris	H. Walthal	Lot 2 B 6 Lot 4 BI 5	D 126	10-26-1858
J. T. Parish	John A. Christmas	Lot 1 BI 2	F 324	2-18-185-
Nancy Pouncy	Thomas Hamblett	Lot 4 BI 2	D 140	8-17-1859
S. Ritchie	L. L. Martin	Lot 3 BI 6	B 4	11-26-1852
T. J. Thurman	J. M. Stuart	BI 5 & BI 7	D 413	8-8-1859
J. C. VanCleave	John Ahrens	BI 1 & B 2	G 594	8-18-1866
James Wheeler	Ann Kirkpatrick	Lot 1 BI 3	A 61	2-1-1850
James Wheeler	Ann Kirkpatrick	Lot 2 B 1	A 62	2-1-1850
James Wheeler	Ann Kirkpatrick	Lot 3 B 1	A 63	2-1-1850
James Wheeler	Ann Kirkpatrick	Lot 2 B 3	A 64	2-1-1850
James Wheeler	Ann Kirkpatrick	Lot 4 B 1	A 66	2-1-1850
James Wheeler	Ann Kirkpatrick	Lot 1 B 1	A 68	2-1-1850
James Wheeler	Duncan Giles	Lots 1,2,3,8,9,10 B 5	B 55	1-13-1854
James Wheeler	R. J. Withers	Lot 1 FxLot 1 B 7 lots 1,2,3	B 56	1-13-1854
R. J. Withers	D. Gillis	Lot 1 B 7 1,2,3,4,5 B 10	B 146	2-5-1855
James Wheeler	H. Walthal	Lot 1 B 9	B 153	3-16-1855
James Wheeler	A. Goodwin	Lot 4 B 5	B 185	3-21-1855
James Wheeler	L. L. Martin	2 Acres	B 455	12-4-1856
R. J. Withers	H. Walthal	Lot 5 B 6	B 457	1-5-1857
H. Walthal	R. J. Withers	Lot 5 B 6	B 469	1-5-1857
Withers&Bundy	T. W. Williams	StmBoat Boiler&Engine	D 364	6-39-1859



H. Walthal	J. A. Croswell	Lot 5 B 1	D 366	6-25-1869
H. Walthal	J. C. VanCleave	Lot 6 B 1	F 200	4-4-1868
R. J. Withers	F. B. Withers	Land @ Ftn Hill-Ingww Rd	F 486	8-9-1866
R. J. Withers	Perry Lambert	Land @ Public Ferry	F 487	8-9-1866
James Wheeler	W. W. Wood	Lot 1 B 1 Lot 5 B 6	A 287	
W. Drucker	William Daniel	Lot 2 B 6	B 13	10-4-1853
ElBorn Slocum	Edward Griffith	Lot 4 B 6	A 75	6_8-1850
R. J. Withers	Lillard & Norris	Lot of Land	H 494	1-2-1869
Van Valdenburgh	Perry Lambert	Lot of Land	F 628	-
W. W. Wood	H. Walthal	Lot 1 B 1 Lot 5 B 6	C 212	9-24-1852
Allen Brunson	H. B. Robinson	Lot 1 B 2	B 319	-

## **THE QUAPAW INDIANS**

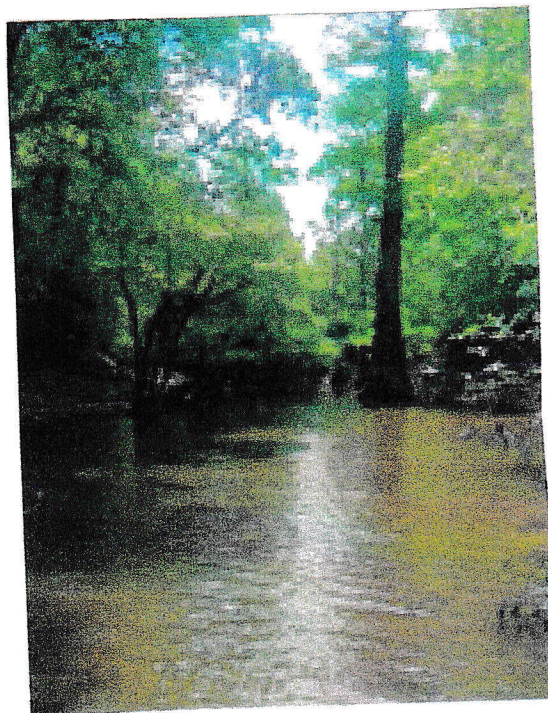
Somewhere in time, who knows when, "The Quapaw" Indians lived in the area. They were the first settlers. They had peaceful relationships with the white settlers. Those of you who have studied Arkansas History know that this is the origin of the name of our state. The French interpreted the name to be Arkanssea.

The picture on the next page shows an ancient canoe that was found in the Saline River at Benton in 1999. A fisherman had noticed what he thought to be an old submerged log during the low water season for several years. During an unusually low water time he was able to determine that it was more than an old log but a submerged canoe.

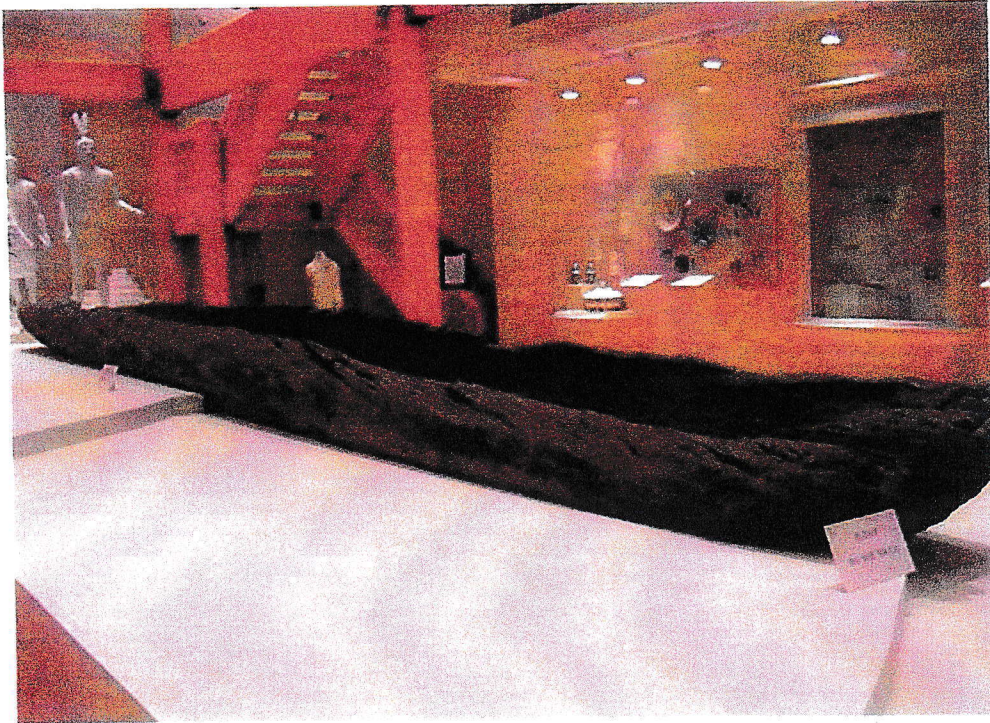
It was measured to be twenty-four feet long. A stone anchor was found nearby. It had been made from a yellow pine log, burned, charred and scooped out.

In 1824 the Quapaws were bought out. They went to Louisiana and tried to farm in the Red River bottom land. They gave that up because of the flooding and returned to Arkansas. Even after their second relocation several of them remained in the area as some of the land patents show Indian names along with the Anglo's being partners in ownership of a tract of land in Section 15. Later they were again moved to Oklahoma as a part of one of several treaties.

Archaeologists have participated in "digs" in the Flat Creek area just below Longview and discovered Indian remains and artifacts. They knew a good fishing spot when they saw one. That area remains today as a place to drift around and spend a half day fishing. (The photo below shows what is known as "The Mouth of the Creek").







**800-YEAR-OLD INDIAN DUGOUT CANOE**

**24 FEET LONG**

**STONE ANCHOR FOUND NEARBY**

**SALINE RIVER NEAR BENTON**

**A YELLOW PINE LOG, BURNED, CHARRED  
& SCOOPED OUT**

**LOCATED: HISTORIC ARKANSAS MUSEUM**

## **SALINE RIVER**

The Saline River has its origin in the foothills of the Ozark Mountains and makes its way to the Ouachita River. The river is approximately 204 miles long. It is like so many rivers eventually flowing into the Mississippi by way of the Ouachita, Red and Black Rivers and emptying into the Atchafyli Basin near New Orleans.

The Saline is the primary reason that Longview was established in northwest Ashley County. It was only navigable in the higher water seasons. There are reports of the steamboats going up the river as far as Ozment's Bluff near Monticello. Also there was a turnstile-type bridge near Warren to allow passage of the boats.

A gravel bottom exists in the bottom of the Saline for its entire length. It can be seen during the summer and fall when the water is at a low level. There are sand bars and shoals every few miles along the river standing between deep pools of the slow moving river. This changes once the water rises from heavy rains and the current becomes stronger capturing everything that is floating with it. Large trees that have fallen into the river with their roots intact can be seen moving at a high speed only to be caught in a drift at some bend in the river. I have also seen large pieces of ice floating in the river.

The Saline is a spring-fed river to some degree. Most Saline River kids can remember standing in the river in the summer and feeling the cool water flowing on their bare feet. It is thought by some that the many springs provide the fresh water to produce the flavorful fish that can only be found in the Saline River.

It was a practice of the families in the County to camp out at their favorite places on the river when the crops were laid by in the summer and a much deserved break was taken. Longview was one of these favorite camping places for many. Even the Confederate veterans would do an annual camp out each year at Longview. In the Longview area Horsehead, Keyhole, Gee's Landing and Dripping Springs were some of these favorite camp grounds. Baptisms in the river were also frequently conducted at Longview.

Float trips on the Saline are the ultimate experience for those who go well prepared. I did this many times when my son, Bill Deckelman, was growing up. Jack Allen planned our first trip during a Labor Day weekend and following that initial experience, we floated each year. Sometimes we floated from Warren down to Longview and the other trip was from Longview down to the Ouachita River. We used tents for shelter and cooked with charcoal and Coleman stoves.

As we traveled along the more remote parts of the river, I think that we got a glimpse of scenes that were the same that those pioneers of Longview saw in that long ago. The large Cypress, Oak, Pecan, and Willow trees lined the high banks of that clear, flowing stream. An otters' mudslide made its way down the bank. A blue heron made a successful dip for a fish, and at night an owl hooted from a tree limb that sounded like it was hovering right over your tent. Our last float trip on the Saline River included more than 20 people in this group of modern-day pioneers.



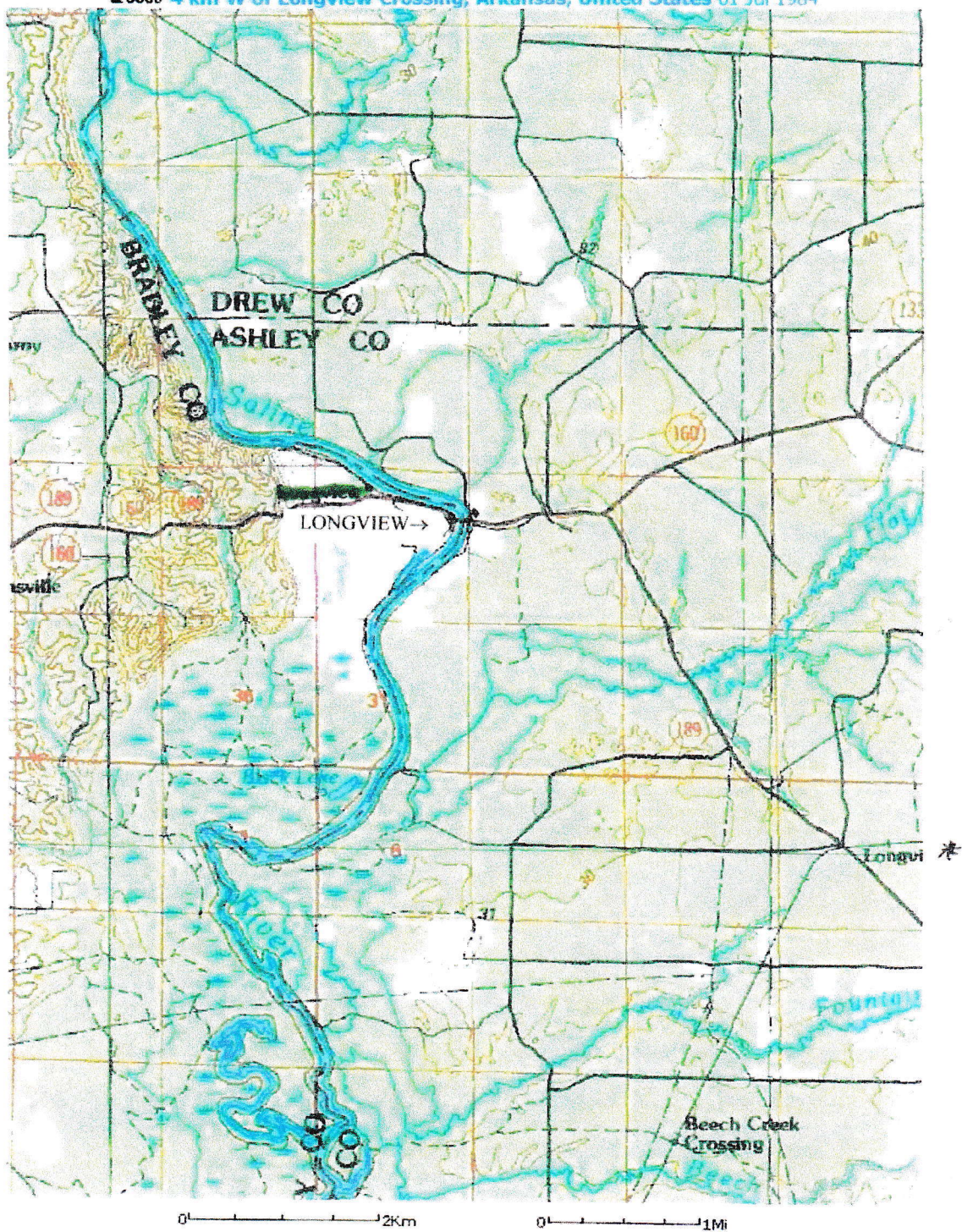


Image courtesy of the U.S. Geological Survey  
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## **1846 MAP**

The 1846 map on the following page shows the Ferry Landing which appears to have had its location at the point where the first bridge was located. The old treated piling was for the original bridge, that was constructed in 1964, and remains today as a witness to show the location. The cut in the west bank, which still has a good roadway down to the ferry landing, is located in line with the old bridge piling.

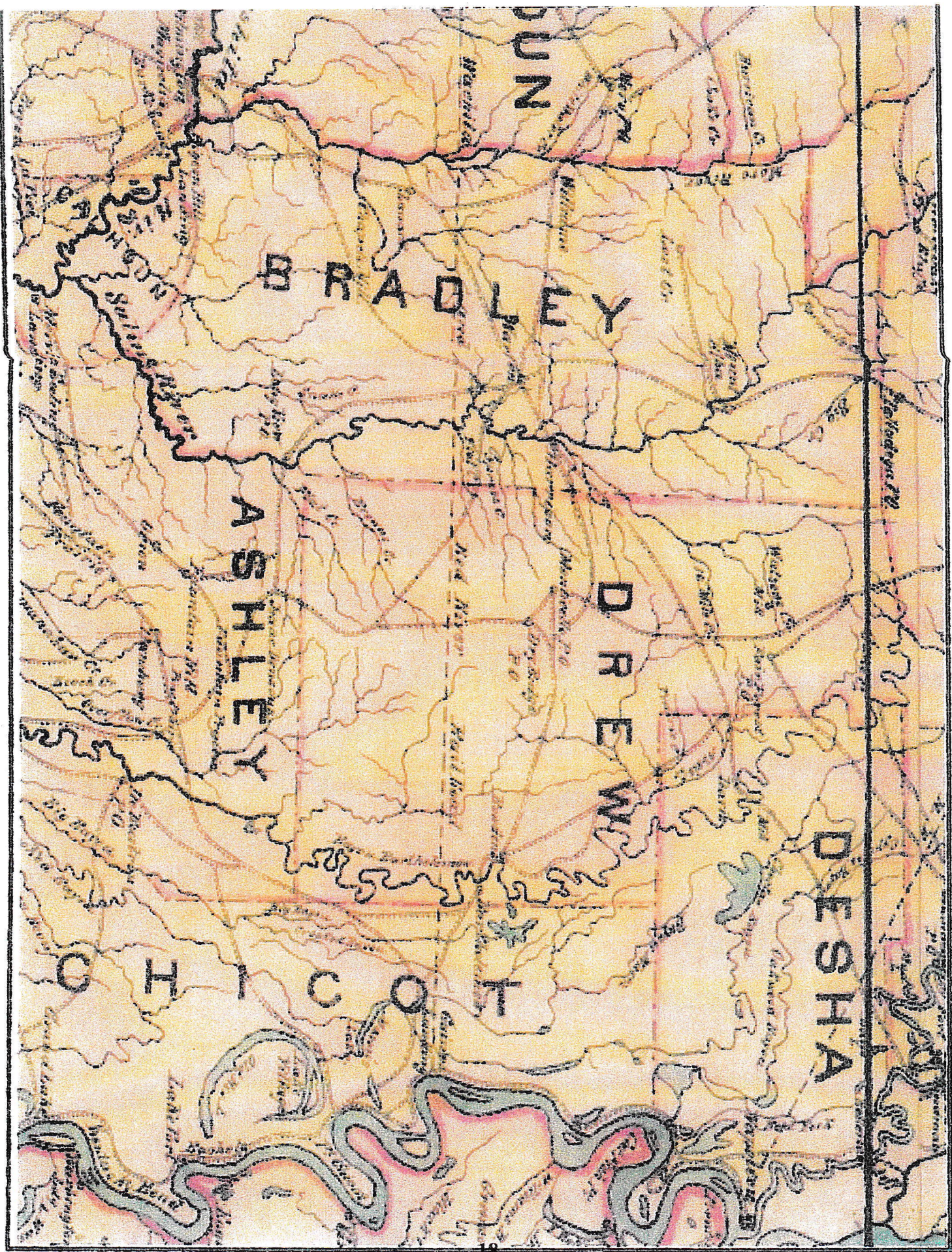
The historic Arkansas Post to Fort Monroe Trace is located just north and east of the ferry. This road provided access from Arkansas Post on the Arkansas River, Gaines Landing on the Mississippi, Monticello, and intersected the Fountain Hill road just east of Longview which provided further access to destinations such as Warren, Moro Bay and Camden, and a route to Texas for those immigrating through Arkansas to Texas. There was a road leading to Hamburg by way of Fountain Hill and Fountain Prairie and also one leading to the Marie Saline Landing by way of Milo. This network of roads enhanced the location of Longview making it a successful port and a place of commerce.

The home of Issac Denson is also shown on this map as being east of Longview. Denson was an entrepreneur of the day as indicated by the property transactions on the old records of Ashley County. It was at his home that all business of the County took place until it was decided that Hamburg would be the County Seat. You can also see a railroad on this map that was never developed - "The Washita Red River Railroad". This railroad experienced financial problems and was never built.

Arkansas was a part of the Louisiana Purchase in 1802. The French families of Fogle and Buleet settled in the area about 1769. Acan and others came later. Fogle is the only family that shows up in the land ownership records in the mid 1800's. A King George Halfpenny (circa 1766) was found recently on the bank of the Saline River.









## **FOUNDER OF LONGVIEW**

**William James Wheeler was the first owner of the land in the Southeast fractional half Section 30 Township 15 – 8 West on the East and Left bank of the Saline River in Ashley County. He purchased the land at the Champanole Federal land office signing the land patent November 1, 1848. He may have claimed the land for an earlier period of time. This was not a homestead but a purchase. The Homestead Act came into existence in 1862 when it was signed into law by Abraham Lincoln. Judge Etheridge opined that William Wheeler was the son of Joseph Wheeler who had settled earlier around Stillion. (See a copy of the Land Patent Number 388 on the following page.)**

**William James Wheeler was also one of the Founders of Longview sometime in the 1840's. He and his son James Wheeler are both mentioned in Goodspeeds Biographies and Historic Memoirs of Southern Arkansas. They were merchants, farmers and raftsmen.**

## **GOODSPEED**

### **James Wheeler of Longview, Arkansas**

**James W. Wheeler is a native of the County in which he is now residing, his birth occurring on December 24, 1852, and here his youth and early manhood were passed. The common schools which he attended favoring him with a good education. His father was William Wheeler, who married, after growing up, Miss Martha Phillips. He was a farmer, was one of the founders of Longview about 1840, was also a raftsman, and was one of the first merchants in the above named town. He died when the subject of this sketch, was about one year old, and although the latter's educational advantages were very limited, he was intelligent and capable, and upon the death of his stepfather, when he was about fourteen years of age, he assumed the management of the store and farm and has conducted them very successfully ever since. His acreage amounts to 340, it being on the line between Ashley and Drew Counties, and will average one half bale and from fifteen to twenty bushels of corn to the acre. He was married on December 1, 1887, to Miss Mary E. Withers Norman, a daughter of Robert Withers, who was the first man to run a boat on the Saline River, this being about 1850. Mr. And Mrs. Wheeler have two children (twins) named Ruby Estelle and William James. Mrs. Wheeler by her former marriage, has a little daughter, Eva Lee. She is a member of the Methodist Episcopal Church, South and is a very estimable lady, she and her husband being considered charitable, kind and neighborly.**

CERTIFICATE  
No. 388

THE UNITED STATES OF AMERICA,

To all to whom these Presents shall come, Greeting:

WHEREAS, William Wheeler of Bradley County, Arkansas,

has deposited in the GENERAL LAND OFFICE of the United States, a Certificate of the REGISTER OF THE LAND OFFICE at *Chambersburg* whereby it appears that full payment has been made by the said William Wheeler

according to the provisions of the

Act of Congress of the 24th of April, 1820, entitled "An act making further provision for the sale of the Public Lands," for  
the East fractional Half of the North East fractional Quarter  
(on the East bank of the Dallas River) of Section Thirty, in Town  
- Ship Fifteen North, of Range Eight West, in the District  
of Kansas subject to sale at *Chambersburg, Arkansas*  
containing One Hundred and One acres and forty nine hun-  
- dreds of an acre

according to the official plat of the survey of the said Lands, returned to the General Land Office by the SURVEYOR GENERAL, which said tract has been purchased by the said William Wheeler

NOW KNOW YE, That the UNITED STATES OF AMERICA, in consideration of the Premises, and in conformity with the several acts of Congress, in such case made and provided, HAVE GIVEN AND GRANTED, and by these presents DO GIVE AND GRANT, unto the said William Wheeler

and to his heirs, the said tract above described: TO HAVE AND TO HOLD the same, together with all the rights, privileges, immunities, and appurtenances of whatsoever nature, thereunto belonging, unto the said William Wheeler

and to his heirs and assigns forever.

In Testimony whereof, I, James K. Polk  
PRESIDENT OF THE UNITED STATES OF AMERICA, have caused these Letters to be made PATENT, and  
the SEAL of the GENERAL LAND OFFICE to be hereunto affixed.

Given under my hand, at the CITY OF WASHINGTON, the *First* day of *November*  
in the Year of our Lord one thousand eight hundred and *Forty eight* and of the  
INDEPENDENCE OF THE UNITED STATES the Seventy *third*

BY THE PRESIDENT:

By

*James K. Polk*  
*A. A. Stephens* Sec'y.



*A. W. Campbell*

RECORDER of the General Land Office.



## LONGVIEW FERRY

The records show that James Wheeler was licensed to operate the first ferry at "Wheeler's" Landing in 1848. He may have been operating it for some time and only licensed it when Ashley County came into its own. This is probably William James Wheeler, the Father of James. The ferry continued to operate at Longview until a bridge replaced it in 1964. Ashley and Bradley County jointly financed the bridge at a total cost of about \$40,000 to Ashley County and an equal cost to Bradley.

The building of the bridge, according to some of the older residents, eventually had an adverse effect on the "peace and tranquility" of the river and its adjacent areas. When solitude is mentioned in connection with the river, the roar and the rumble of the many trucks passing by and crossing the bridge is not the point of reference.

The picture on the following page shows William Shaver using the old familiar hand made wooden lever to pull the ferry into shore as he delivers a farmer across to the east bank. In more modern times a honk of the vehicle horn would be a signal that would get someone down to the ferry to move the vehicle across. In the early days there were signals such as bells or the striking of a hammer against an old sawmill blade. The ferry was not totally safe as there were infrequent tilts when a wagon would fall into the river.

Captain Withers was renting the ferry during the Civil War and testily replied to some criticism that showed up in the state newspaper, *The True Democrat*. Citizens of Union County had complained about the ferry service at Moro Bay and Longview for charging a group of Confederates at the regular rate for their ferry service.

Withers replied in a letter to the *True Democrat*: "The captain asked me what I would charge him for crossing his company with their wagons, etc. I replied that I had not charged other companies anything and would cross him free; he said that he did not expect me to do it for nothing- that he had paid full fare at Moro and expected to so do here. I then told him that I paid a rent of \$450 for the ferry and that if he saw fit to pay me \$5 (less than one-third the regular rates) I would take it and be obliged to him. He paid me that amount and nothing more was said about it. As to our patriotism in Ashley, we don't boast much, but have already equipped and sent to the battle field over one-half of our men who are able to bear arms, and the rest of us are ready to go when needed." (*Ashley County Ledger*)

The ferry had many operators through the years. During my lifetime I have observed that the families living in the ferry house and running the ferry seemed to always have several teenage sons that were quite capable of pulling the ferry back and forth across the river. To use Gordon Hartick's expression the old ferry there at Longview seemed to be floating out there in the "mist of time" bridging those historic days over into our lifetime.







**CAPTAIN ROBERT J. WITHERS'  
STEAMBOATS**

**Morgan Nelson: Sternwheel, packet, wooden hull, built at Evansville, IN, 1865**

109 Tons. 120' X 21'-8" X 4'.4". She appeared at New Orleans Jan. 24, 1861, owned by Josiah and James Dillon of Wheeling, VA., with Capt. Joseph Richardson, also of Wheeling, in charge. She had seven changes of ownership at New Orleans (1861-1868) when dismantled. (Owens)

Their only real assets left were their lands and the boat "Morgan Nelson" which they sold in New Orleans. (Ltr. To Bill King from W. C. Finch)

**Carrie Poole: Sternwheel , packet, wooden hull, built at Evansville, IN 1865**

118'.7" X 21' X 3'.7". Advertised August 1866 running New Orleans-Red River, Capt. J. F. Muse, draws only 12 inches light. Had four or five owners including Red River Packet Co., and Capt Noah Scovell. When she burned at Algiers, LA., was owned by James M. Kane, New Orleans, with Capt. W. H. Kane, master. This on July 27, 1870. Was purchased by Captain Withers in 1866. (Owens)

**The Howard: Was purchased by Captain Withers in 1857.**

**The Marshall:** "Your mention of Captain Withers whom I have known most of my life, I knew him when he used to run a keel boat on the Saline. He was the man who brought the first steam boat in the Saline river, the Marshall, and ran the Morgan Nelson in there during the war hauling corn from up and down the Saline and Ouachita rivers for the Confederate soldiers". (W. T. Martin Letter)

**L. C. MORGAN TO JAMES B. EDWARDS P. 455 BOOK F JULY 15, 1865**

Sold and released to James B. Edwards, the steam mill at Longview with all appert. That belong with the mill or the steamer "Marshal" that may be found on the premises except a bellows, anvil, vise, & tongs & screw plate & dies. \$1500. Also 1 wagon, buggy, 2 yoke oxen, 4 cows & calves, 30 head of hogs, 1 double barrel shotgun \$200.

The family history is not clear on just which boat Captain Withers salvaged out to get the equipment to power his sawmill. It appears that there is a clear record of the final disposition of all boats except the Howard. Also the origin is established for all except the Howard and the Marshal. With the information available at this time it appears that, since the Marshal is a part of a deed with the steam engine being used for a sawmill, the Withers sawmill was powered by the engine from the Marshal.

Colonel McPheeters, CSA February 7, 1865 Journal Entry

**“Spent a restless night on the General Fletcher and could not sleep from anxiety about my dear family. The boat started At daylight and by 12 o’clock p. m. ran down to Moro Landing. Hearing no news of my family as I had hoped. I left my horse here in charge of Capt. Mhoon and continued on the boat down to Careyville Landing where we arrived ½ past 2 p.m. Owing to the fear of encountering the Yankees below, the boat was afraid to go down further so Col Polk, Mr. Sharp of Memphis, and myself embarked on board the yawl or lifeboat to go down to Marie Saline Landing, some 40 miles below on the Ouachita River, my objective being to get to Monticello by the most practical route. It was 3 p. m. when we started in the yawl with two stout negro men to row us and a white man to steer. The river was high and current strong so we ran well and made good time. About dark and about 20 miles below where we started we suddenly came upon a steamer – The Nelson – stopped at a woodyard. Our first impression was that it was a Yankee boat and that we had all gone up. We soon found, however, that it was one of our own boats loaded with corn going up to Camden. So after going aboard, taking our supper, and inquiring of the news below reembarked on our frail craft and after a cold but safe run by moonlight until 11 p.m. we arrived at Marie Saline having rowed 40 miles since three o’clock. Here we went on shore by walking over some 1000 yards of crazy trestle work and spent the night in the house of a poor old woman with a blind son, sleeping on a dirty bed with no covers save our overcoats and saddle blankets. I could get no news here from Monticello or of my family, but learned that the Yankees, some 4000 strong, on a raid were at Hamburg on our route 22 miles ahead and that the whole country was in alarm.” (Civil War Diary of Dr. William McPheeters-*I Acted From Principle* – University of Arkansas Press, 2002))**



## U. S. POST OFFICE

One way to follow the life of a town is to check the life of its Post Office. Longview had a Post Office from 1846 to 1907. However, there was still activity there even into 1914 when a relative of mine was charged with "Disturbing the Peace" and fined \$50.00. He appealed to the County Court and the decision was reversed a year later. While the quiet, flowing river provided an aura of peace and tranquility for some, the nature of some of the inhabitants or visitors to Longview was not always of the same character.

Dr. John T. Cabeen was the first Postmaster for Longview ,and may have actually been on the Bradley County side of the river, starting in 1846, thereby resulting in some map makers showing the town on the west side of the river. Later application maps definitely place the location on the east side. Then it looks as though the leading land owners of the area just took turns being the Postmaster. Martins were prevalent in the area on both sides of the river. James Wheeler was the son of the town's founder.

Valkenburg shows up as a landowner in several areas. Perry Lambert was apparently a very popular person and a large landowner and merchant. Van Cleave and the Ahrens were landowners. The Lillards were merchants. Robert J. Withers was a steamboat captain, farmer, sawmill and gristmill owner and in general an entrepreneur of the times. Frank B. Withers, the brother of Robert, eventually owned most of the land in the south part of the town. Descendants of Shelton, Hudson, and Stanley are still found among the people of Ashley County.

It is quite ironic that the last Postmaster was a descendant of William Wheeler, the founder of Longview. According to Judge Etheridge the last of the Wheelers at Longview abandoned the last forty acres of their family's land allowing it to be sold for taxes.

U. S. POST OFFICES  
AT LONGVIEW, ARKANSAS  
1846 TO 1907

POSTMASTER	DATE	COMMENTS
John T. Cabeen	2 Jan 1846	
Lorenzo T. Martin	8 Apr 1852	
James Wheeler	28 Aug 1856	
G. Van Valkenburg	11 Dec 1860	Discontinued 5 Sep 1866
Perry Lambert	14 Jan 1868	Re-established. Located SE Qtr Sec 30 twp 15S 8W on the bank of Saline River serving 31 people.
James Van Cleave	29 Jun 1869	
Nancy E. Ahrens	14 Jun 1870	
Helen Meyer	3 Nov 1870	
Francis M. Lillard	8 May 1872	
Francis M. Lillard	8 May 1882	
Richard M. Lillard	5 Feb 1884	
Robert J. Withers	22 Jan 1896	SE Sec. 30 twp 15 on east bank of Saline River 1 mile Flat Creek.
Frank B. Withers	20-Aug-01	
Lewis Hickman	20-Jan-03	
Francis Shelton	15-Jun-03	Ordered closed-order rescinded 7 Aug 1903
Etta Hudson	3-Sep-03	
James R. Withers	8-Dec-03	
Charles D. Stanley	15-Sep-05	NE Qtr Sec 28 twp 15S 1 1/2 miles from Saline River
R. E. Wheeler	8-Aug-07	Discontinued 15 Dec 1907. Mail sent to Milo

National archives microfilm and DAR Ashley County Post Offices.

## **LONGVIEW SCHOOL**

The Longview School comes alive when the listing of teachers who taught there in the late 1800's is reviewed. Other than this list there is very little history on the school.

Many of the names of the teachers are familiar Ashley County family names. The School District being assigned number ten indicates that it was one of the early schools in the county. By the 1920's there were over 55 school districts in Ashley County.

One report says that the first lumber produced by Captain Withers sawmill was used to build the school. Withers was a highly educated person for the times. Some of the family history says that at a time when the school did not have a teacher who could teach Latin that Captain Withers went to the school each day and taught the Latin class.

## **LONGVIEW METHODIST CHURCH**

The location of record for the Longview Methodist Church is limited to a property description in a deed from Robert A. Withers to Frank B. Withers where the lot in block 4 where the Methodist Church is located is excluded from the transaction.

In a *News Observer* article by John Sullins, this Methodist Church is alluded to: "The years seemed to have distorted somewhat the memory of the old Methodist Church at Longview. The exact spot on which it stood is long forgotten and the church cemetery almost passed the same way. Evidently the church building was two stories tall because many accounts state there were various lodge rooms located in the upstairs portion of the building."

In Captain Withers obituary it is stated that he united with the Church at Longview about 1869. According to the nearby Prairie Chapel Church, records show he was simply dismissed from there in 1864. A check with the Methodist Archives did not turn up any information on Longview Methodist Church nor did the Arkansas History Commission. However, it has been mentioned by others who described the old Longview.



# LONGVIEW SCHOOL

## ASHLEY COUNTY SCHOOL DISTRICT NO. 10

<u>Month</u>	<u>Amount</u>	<u>Name</u>
August 8, 1888	\$35.00	Mrs. D. A. Downey
August 11, 1888	50.50	L. T. Cobb
August 25, 1888	35.00	Mrs. D. A. Downey
Sept. 8, 1888	35.00	Henry C. Nash
Oct. 2, 1888	60.00	L. T. Cobb
Oct. 2, 1888	29.99	D. A. Downey
August 2, 1889	30.00	H. C. Nash
August 16 1889	30.00	J. W. Emory
August 31 1889	30.00	H. C. Nash
August 31 1889	30.00	J. W. Emory
August 6, 1890	20.00	J. W. Emory
August 22 1890	56.25	C. S. Gray
August 22 1890	20.00	J. W. Emory
1890	43.50	Union School Furniture
Sept. 13 1890	44.37	J. W. Emory
Sept. 16 1890	28.12	C. S. Gray
July 10 1891	65.00	Union School Furniture
August 7 1892	35.00	Sallie E. Daniel
August 12, 1892	35.00	G. M. Easter
August 27, 1892	35.00	Sallie E. Daniel
Sept. 13 1892	35.00	G. M. Easter
Oct. 6 1892	31.00	G. M. Easter
Nov. 1 1892	46.00	Sallie E. Daniel

DIRECTORS: F. M. HENDRIX  
 YR: 1888 J. C. DOWNEY  
 R. J. WITHERS

Feb. 25, 1893	\$60.00	A. J. Martin
Aug. 26, 1893	35.00	F. E. Shelton
Aug. 26, 1893	35.00	Sallie E. Daniel
Sept. 9 1893	35.00	F. E. Shelton
Oct. 4 1893	35.00	S. E. Shelton
Feb. 19. 1894	56.31	A. J. Martin
Jul. 3, 1894	3.69	J. D. Reynolds
Sept. 15 1894	25.00	F. E. Shelton
Oct. 20, 1894	35.00	F. E. Shelton
Aug. 1, 1895	30.00	Mamie Crow
Aug. 12, 1895	30.00	Ida Withers
Aug. 30 1895	30.00	Mamie Crow
Sep. 28 1895	30.00	Mamie Crow
Oct. 9 1895	30.00	Ida Withers
Aug. 13, 1896	20.00	Ida Withers
Sep. 15, 1896	20.00	Ida Withers
Oct. 12, 1896	19.40	Ida Withers
Nov. 17, 1896	58.00	Florence Rodgers
July 31, 1897	30.00	J. H. Sykes
Sep 4, 1897	30.00	J. H. Sykes
Nov. 20, 1897	30.00	J. H. Sykes
Dec. 11, 1897	20.00	J. H. Sykes

## **HYPERION LODGE NO. 048 LONGVIEW, ASHLEY COUNTY**

**DATE OF CHARTER: 1852 – DISBANDED: BEFORE 1889**

**Nov. 1866 – Little Rock Proceedings: Hyperion represented by C. W. Millerd  
Initiated 2 passed 3 raised 2 non-affiliated 3 dimitted 3 number of  
Members 44. Grand Lodge dues \$17.00.**

**Hyperion paid dues in 1865 but was in arrears Nov. 1866.**

**Hyperion forwarded copies of their charter.**

### **OFFICERS**

**The Worshipful Master's station vacated by death.**

<b>J. C. Van Cleave, S. W,</b>	<b>R. J. Withers, J. W.</b>
<b>John Ahrens, Sec'y</b>	<b>J. W. Gibbs, Treas.</b>
<b>D. H. Dyson, S. D.</b>	<b>T. J. Shelton, J.D.</b>
<b>J. F. Greer, Tyler</b>	

**Master Masons. – B. F. Rice, L.L. Martin, J. G. Hamilton, F.A. Boy,  
C. M. Boyd, M. D. Boyd, J. G. Ross, J. D. Rickard, S. T. Meek,  
F. B. Withers, Isham Willis, Jas. Moffatt, G. S. Van Valkenburg,  
J. G. Pennington, W. T. Evans, J. D. Pope, W. T. Brooks, Henry Ahrens,  
Robert Downey, W. A. Moreland.**

**55 Members in 1866 Report. Hiram Kennedy, suspended.**

**1868 Deaths Reported: Harkney, G. W. 08 Sep 1868. Moffatt, James 23 Nov 1868.  
Ben F. Rice 08 Sep 1868.**

**Source: Microfilm, Arkansas History Commission and Arkansas Genealogical  
Society Book: Masonic Deaths in Arkansas 1838-1916.**

**Hy pe ri on    Function – noun    Entymology: Latin, from Greek Hyperion  
:a Titan and Father of Aurora, Selene, and Helois.**

## **THE PEOPLE AT LONGVIEW**

**CAPTAIN ROBERT WITHERS – STEAMBOAT OWNER &  
OPERATOR (PILOT)**

**PHILLIP DERTON – MERCHANT FROM VIRGINIA**

**JOHN C. DOWNEY – FARMER**

**W. W. WOOD – CLARK MORRIS – A. B. WOOD – MERCHANTS**

**L. L. MARTIN – DOCTOR AND MERCHANT**

**WILLIAM AND JAMES WHEELER – RAFTSMEN – FARMERS**

**JEFF BROMLEY – ENGINEER**

**JOHN LOUGHRAN – TEACHER**

**ROBERT WILKINS – CARPENTER**

**WILLIAM LOUGHRAN – PILOT**

**JAMES GRUBBS – SALOON (Licensed to sell liquor “In the small”)**

**DR. JOHN T. CABEEN – Cultivated silkworms as a hobby at  
Johnsville (From *Jan Woodard Re. Arkansas Gazette Jan. 6, 1830*)**



## **TOWN OF LONGVIEW**

John Sullins interviewed John Franklin, who was the son of former slaves, and born in 1875 to learn something about Longview. This interview was published as an article by The County Observer in the *The News Observer* and provides some insight into how the old town appeared to Franklin from what he saw and heard from his parents:

**“As the travelers climbed the high bank into the community of Longview before them stretched several city blocks of neat homes most of which were two stories tall. Just to the right of the landing and across the narrow road stood a saloon. Here you could quench your thirst, spend the night and maybe get a little bite to eat. Hugging the right side of the saloon was the towns largest general store. Its stock wasn’t the largest in the County. However, because most people back then raised whatever they needed in the way of food, but it was sufficient to outfit a trip to Hamburg and possibly, if traveling by steamer to Fort Miro (Monroe) providing the traveler skimmed along and set a lively pace and good weather held up.**

**A small sawmill was later established in a field about a hundred yards behind the “hotel” and general store. A gin and grist mill was also situated near the same spot. Logs were cut and floated down the river to market. Traders and trappers came to buy and sell at the general store; settlers came and built sturdy homes and the community of Longview began to prosper.”**

**While this writing focuses primarily on the Town of Longview it must be remembered that there was an entire community reaching several miles up and down the Saline and on both sides of the river that was considered to be the Longview community. There was activity throughout the area and prosperity seemed to be secure until the days of the Civil War.**

**As mentioned by Sullins, rafting was a common source of income for the able bodied of the community. The logs were cut as near the river as possible and gathered in a “kickback” or bay that was out of the strong current of the river and there assembled into floating rafts. They would build a small building in the middle of the raft for their provisions and shelter, rig up a rudder on the back and sail away to the best buyer. Long poles would be used to push the raft away from the bank as they navigated the many bends of the river. This trip could put the rafts not only on the Saline, but the Ouachita, Red, Black and even the Mississippi. As they reached the more open rivers they would be pushed to the final destination by a tow boat. For the return trip they would buy a ticket on one of the boats coming back to Longview. Captain Withers did not have a monopoly on the steamboats coming into the Longview port. In addition to his boats the Belle Prince, Zanier, Townsend and De Stein were at the port.**



*Sam T. Meek Plantation*

The information used to generally replicate the historic town of Longview, the first settlement in Ashley County, was obtained from the "Deeds & Mortgage" Books in the Ashley County Courthouse dated in the late 1840's thru 1868. Book "D" which has data from the middle 1860's was not on file.

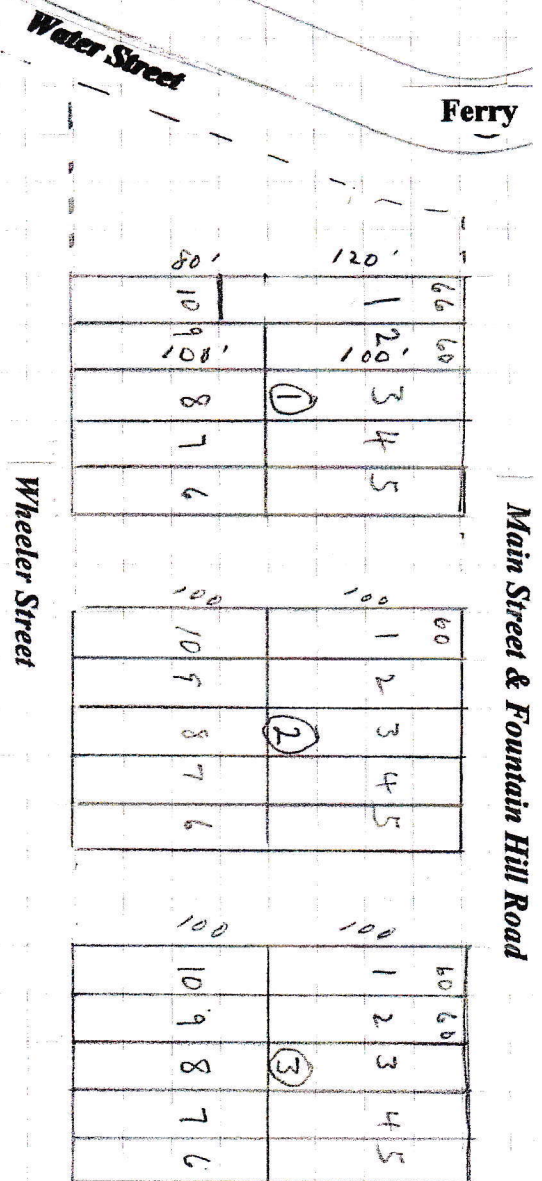
Attached is a listing of the individual lot owners for the period 1848-1867. Some of the lot owners will not be shown since it is not likely that all deeds were filed in the County Office.

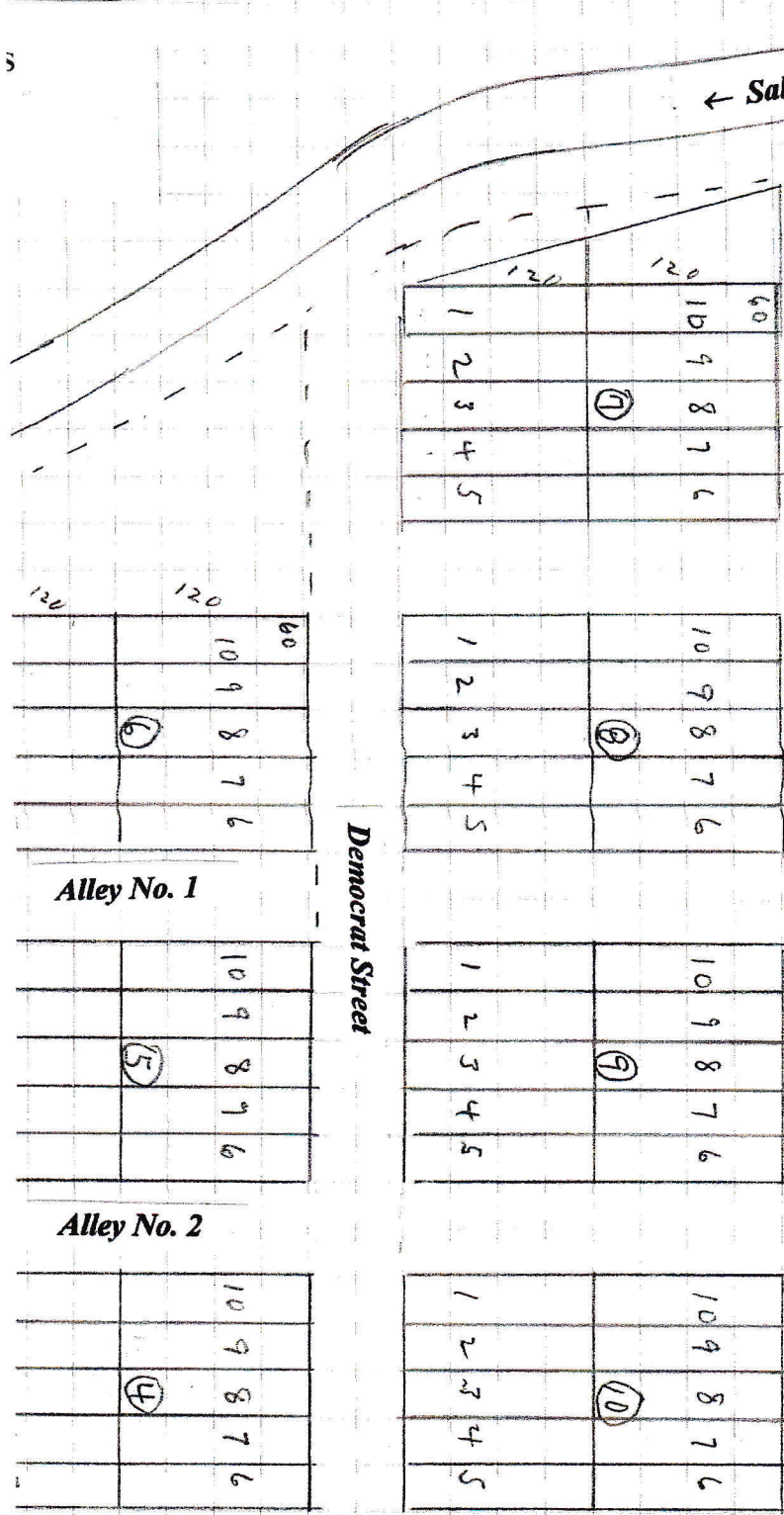
The location of the "Original Ferry Landing" on the Ashley side of the Saline River is in the area where the original 1964 bridge was located.

Any use of this map by others should include  
This text.

By: Leroy Deckelman  
1310 Hickory Street  
Crossett, AR 71635  
2-19-04

*Sam T. Meek Plantation*





**Notes:** There is a promenade on the west side of lot 2 in block 1 running south for 120'. Also on the west side of lot 5 in block 6 running north from Main 120'.

The Methodist Church was located north of Main street in the block 4 area.

It appears that the first lots were sold in Longview on Feb. 4, 1850. All lots were originally owned by William Wheeler.

Most of the old deeds do mention "as shown on the map of Longview" but a diligent search of all sources did not locate such a map.

This sketch is intended to give a general picture of the layout of this historic town. Property descriptions on the old deeds were used to provide this look back into the past. This work was done for my personal use in developing the History of the Town of Longview and does not reflect any legal significance.

Any use of this map by others should include this text.

Leroy Deckelman



## **CIVIL WAR SKIRMISH AT LONGVIEW**

Longview was a busy place during the Civil War. Confederate supplies were shipped in and out. I have read several diaries of Confederates who mention crossing the ferry at Longview.

Captain Mitchell Henderson McCuiston, 9<sup>th</sup> Texas infantry, January 11, 1865: "Crossed Bayou Bartholomew at Parson Stone's. Then to Shangahi. Then to Lacy. Then cross Saline at Longview. Then to Johnsville."

Colonel William Mcpheters, CSA Surgeon, February 11, 1865: "Fearing to go through Monticello the nearest way, I parted with Col. Polk at daylight and went back to Lacey, thence to Longview where I crossed the Saline River in a ferry boat and went to Warren where I arrived late in the evening having traveled 40 miles."

The Confederates put a pontoon bridge across the river at Longview to expedite getting the troops and supplies across the river. They built the bridge in 1863. Goodspeed comes closer to identifying the exact location of the bridge than others in his writings as he says: "The detachment found quite a detachment of Confederates on the west shore of the river at Longview, The principal part of the Southern force, however, was on the other side. Not far from the camp on the west side, was a Confederate supply train. The Confederates in the camp mistook the Federal detachment for some of Shelby's men for, in this part of the country, and at that time, many Confederate soldiers wore Federal uniforms – and offered no resistance when they dashed past them and down to the water's edge, where the Confederates had a pontoon bridge spanning the stream, and with considerable show of authority, ordered the Confederates to cross to the west side as rapidly as possible."

During March of 1864 General Frederick Steele initiated the Red River Campaign as he began to move over 13,000 troops from Little Rock to Camden. Colonel Powell Clayton, who was at Pine Bluff was ordered to keep a close watch on the Confederates around Monticello and protect Steele from their attack. This eventually led to the Skirmish at Longview.

While at Mt. Elba, Clayton ordered Lt. Greathouse, 1<sup>st</sup> Indiana Calvary and Lt. Young, 5<sup>th</sup> Kansas Calvary with 50 hand picked men from each unit to move by the way of Warren to Longview and to destroy the Confederate pontoon bridge and supplies. Also the records indicate that a Captain Smith with companies A D F G H and I of the 28<sup>th</sup> Wisconsin Regiment made a feint march towards Longview but returned to Mt. Elba.

The Union Calvary men arrived at Longview on the West side of the River just after sundown. The Confederates were camped on both sides of the river. As far as I know, no one has the fine details about what happened next.

According to the Official Records the Federal troops surrounded the Confederates on the West side of the river, ordered them to "fall into formation" and called to the Confederates on the East side to come across the bridge to the West side. Which they did. There had been so much coming and going with the Confederates that many think because so many Confederates were wearing captured Yankee uniforms by this time in the war that the invaders were thought to be Confederates themselves.

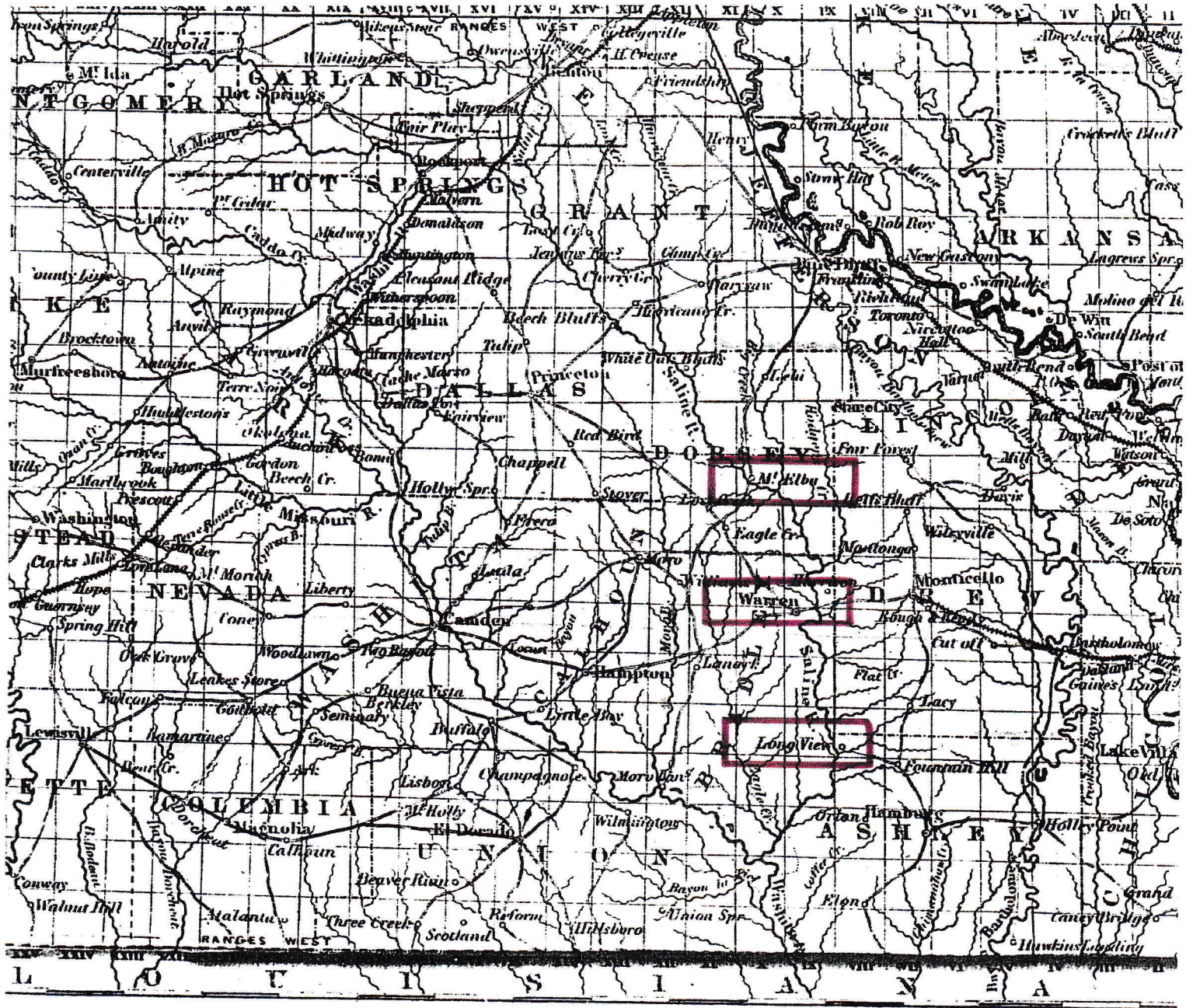
320 Confederates were now POW's. 35 wagons loaded with supplies were burned. Then 175-200 stands of rifles were thrown into the river. 300 horses and mules were captured. The pontoon bridge destroyed. Actually the number of POW's goes from 260-320 depending on whose report that you are reading. The Yanks mounted the prisoners on the captured horses and raced back to Mt. Elba. The round trip from Mt. Elba to Longview and back was 80 miles. The Federals made this trip and accomplished their mission all within a 24 hour period.

<u>4</u>	<u>1 Cav.</u>	<u>Ind.</u>
<u>Francis M. Greathouse</u>		
<u>2 Lt.</u> , Co. H, 1 Reg't Indiana Cavalry.		
Appears on	<u>AGE</u>	<u>21</u>
Company Muster Roll		
for	<u>Mar &amp; Apr</u>	<u>1864</u>
Present or absent	<u>Absent.</u>	
Stoppage, \$	<u>100</u>	for
Due Gov't, \$ <u>100</u> for		
Valuation of horse, \$ <u>100</u>		
Valuation of horse equipments, \$ <u>100</u>		
Remarks: <u>Owens horse &amp; horse</u>		
<u>eqpts. Absent with</u>		
<u>leave has pay due him</u>		
<u>for Comdg Co. from</u>		
<u>Mar. 31 to Apr. 30/64</u>		

<u>5</u>	<u>5 Cav.</u>	<u>Kans.</u>
<u>Grover Youngs</u>		
<u>2 Lt.</u> , Co. F, 5 Reg't Kansas Cavalry.		
Appears on	<u>AGE</u>	<u>21</u>
Company Muster Roll		
for	<u>March &amp; Apr.</u>	<u>1864</u>
Present or absent	<u>Present.</u>	
Stoppage, \$	<u>100</u>	for
Due Gov't, \$ <u>100</u> for		
Valuation of horse, \$ <u>100</u>		
Valuation of horse equipments, \$ <u>100</u>		
Remarks:		



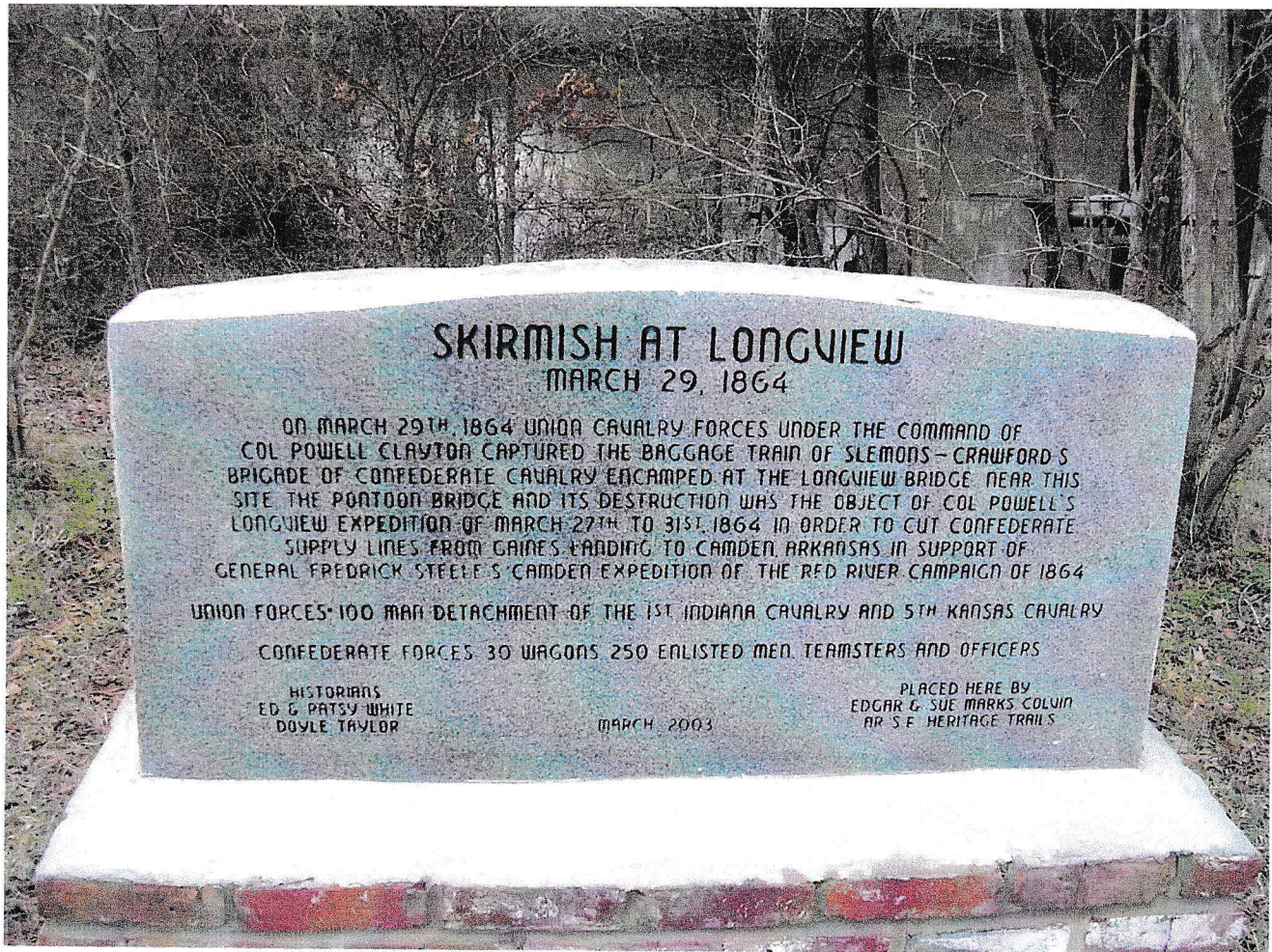
# 1870 MAP SHOWING MT. ELBA LONGVIEW & WARREN





## CIVIL WAR SKIRMISH AT LONGVIEW

MARCH 29, 1864



The record of this skirmish is found deep in the Official Reports of the Civil War. This is the most significant action experienced by Ashley County during the Civil War. The Confederate records that are available contain very few comments on the incident. The true cost was paid by those confederates who were taken prisoner and moved away to the atrocious POW camps of the times. Many died in prison never returning to their families. The Yankee troops were to experience much heavier losses during the Red River Campaign of which the Longview Expedition was a part.



The day before the raid on Longview, Colonel Crawford passed through Longview on his way to Mt. Elba with over 1,000 Confederate troops. Again there was a lot of Confederate activity going on around Longview.

This event is not so much a reflection on the Confederates, although one has to wonder where the pickets were, as it was a brilliant maneuver by the Yankee Calvary. It is a Calvary tactic at its best using the element of surprise. It was bold. If it had failed it would have been considered reckless. The Yankees were outnumbered 3 to 1 or more, considering the number of Confederates that dispersed into the woods and swamps without being captured.

Again, Captain Withers comes back into the picture. He had delivered a boat load of corn to Longview on the Morgan Nelson. Apparently Withers had better military intelligence than the ground troops. He got the word that the Yankees were coming and he unsecured his boat and let it float down the river around the bend and then put on the steam to get it to the sandbar Horsehead and hid it in the willows.

#### **Contributing Factors:**

The Confederates at Longview were not a single organized fighting unit. They were teamsters, bridge tenders for the pontoon bridge and in all had come into Longview from about 24 different units.

The Federal troops had not previously been in that area.

Some Confederates had recently been issued uniforms that resembled the Yankee Blues. By this time in the war many Confederates were wearing captured Yankee uniforms.

All in all there are more questions than there are answers about this event. While it was a small event in the war, it had serious consequences for the POW's, for more than fourteen per cent of them died while they were prisoners, never returning to their homes.

Longview never regained its state of prosperity following the Civil War. Cotton had been King but labor arrangements that had provided the economic gain for some were gone and the area had been stripped of its resources by the Yankee marauders and the outlaw bands that swept across the countryside.

Longview had been established because its location was ideal as a port that had roads that provided access to and from Gaines Landing on the Mississippi, to Monticello, Hamburg, and Monroe, La. and to Johnsville, Camden, Warren and Texas.

After the war and the coming of the railroad, water transportation began to decline and by the 1880's 6 people owned all of the land in section 30 and 29. It was soon to become a memory and was on its way into oblivion. There were all kinds of agreements made with ex-slaves in order to keep the farming going. There is an apprenticeship agreement on file that Bob Withers made with Henry Shadrack, a black orphan boy 12 years of age. This is a most elaborate agreement. Henry is going to be almost running a steamboat by the time he is 21. The 1870 census lists him in Robert Withers Household as a Domestic Servant and then he is heard from no more.

Longview's Glory Days were over and simply faded into history. There is a record of some activity there on into the second decade of the 1900's. Charlie Evans was still rafting logs on the Saline in 1914. In 1926 W. T. Martin described the demise of the Town of Longview:

"Longview is now an old deserted place – Nothing to mark its departed glory, but the Ferry and the Beautiful River, and the Sweet Memories that cluster around the old place among the weeping willows and the South Wind's gentle breezes whispering heroic deeds and thoughts of yesterday."



## EXCERPT FROM GOODSPEED'S HISTORY OF ARKANSAS

### XXV – CLEVELAND COUNTY & CIVIL WAR

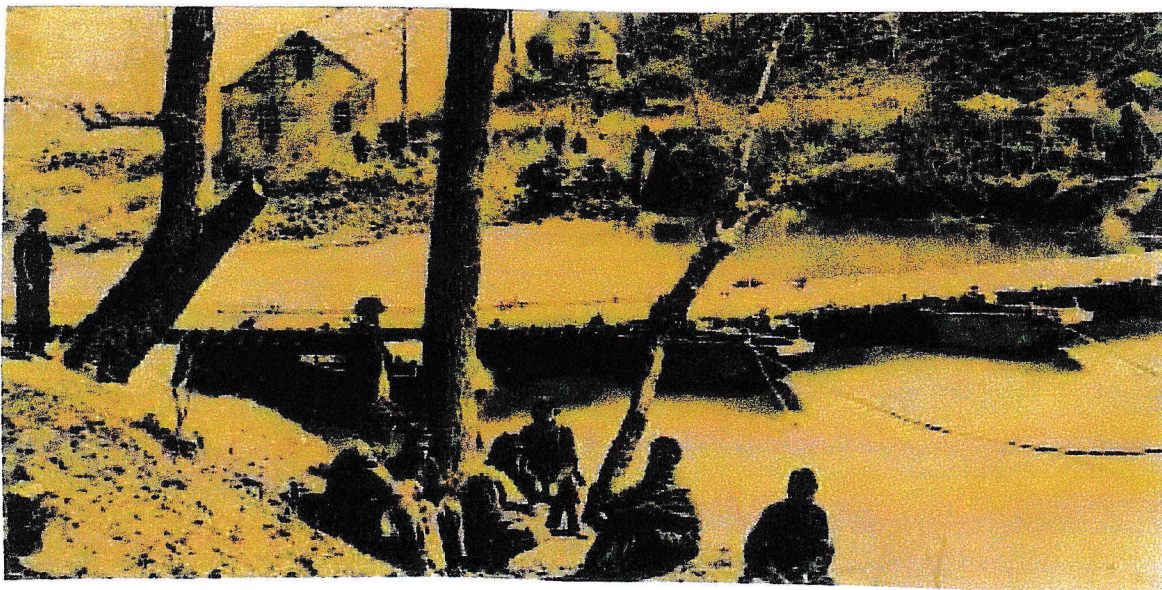
Some events of much interest in connection with the war occurred in what is now Cleveland County in 1864 and 1865. The first of these was the affair at Mark's Mill. A Federal wagon-train, loaded with supplies, had been sent from Pine Bluff to Camden. It was accompanied by an escort from 1,000 to 1,500 strong, partly colored troops. On the return of the train from Camden, the Federals were ambushed at Mark's Mill by an overwhelming force of Confederates, and some whites and nearly all of the Negroes were killed, and a large number of white prisoners were taken. After this affray, Capt. Barnes (Federal) was left with a company to guard the ferry at this point across the Saline River. His command was attacked by a force of confederates from the west bank. There was no great mortality, but the horses of the Federal cavalrymen, tethered under the trees along the levee, were killed and the Captain and his men were left dismounted: Shortly afterward it was learned by Gen. Clayton, at Pine Bluff, that an attempt would be made by confederates to surround and capture Capt. Barnes and his command, and couriers were sent to warn him of his danger, and order his withdrawal, thus preventing a possible discomfiture to the Union forces. Several months later a Confederate force of Gen. Fagan's command was temporarily quartered near Longview, on the east bank of the Saline, in Ashley County, and with the idea of capturing or driving the enemy from this point, Gen. Clayton went southward with a strong force from Pine Bluff, halting at Mt. Elba, on the east side of the river. Here a pontoon bridge was laid, and about one hundred men crossed to the west side, and proceeded down the river as far as a point opposite Longview, Gen. Clayton, with the main body of his command, remaining at Mount Elba. The detachment found quite a detachment of confederates encamped on the west side shore of the river, at Longview. The principal part of the Southern force, however, was on the other side. Not far from the camp on the west side, was a Confederate supply train. The Confederates in the camp mistook the Federal detachment for some of Shelby's men for, in this part of the country, and at that time, many Confederate soldiers wore Federal uniforms- and offered no resistance when they dashed past them and down to the water's edge, where the Confederates had a pontoon bridge spanning the stream, and with considerable show of authority, ordered the Confederates to cross to the west side as rapidly as possible. Unquestioningly and unsuspectingly quite a number crossed, and the Federals made them prisoners, and at once cut the bridge to prevent pursuit by the Secessionist, who were compelled to stand by helplessly and see their wagon train burned and their horses pressed into service to carry away their comrades who had fallen into the hands of the Yankees.



**It was not long before the Confederate commander learned that the Federals had a pontoon bridge over the river at Mount Elba, and, supposing that the entire Federal force had crossed to the west side of the river, if it had not all been engaged in the strategic movement I above described, he hastened his troops up the east side of the river to Mount Elba, with the intention of destroying the bridge, and cutting off the Federal retreat. But he there unexpectedly met the Federal attachment west of the river returned in time to participate, and which resulted disastrously to the Confederates. The affair at Longview took place a little after sundown, and the engagement at Mount Elba began about 8 o'clock the following morning, the intervening time having been occupied by Gen. Fagan's men, and by the detachment of Clayton's force in going from Longview to Mount Elba.**

**Source: Goodspeed's Biographical and Historical memoirs of Southern Arkansas.**

### **A TYPICAL CIVIL WAR PONTOON BRIDGE**





## **ASHLEY COUNTY**

### **HENRY SHADRACH INDENTURED TO R. J. WITHERS**

**APRIL 26, 1869**

#### **Book G**

**This indenture witnesseth that Henry Shadrach, a colored child 12 years of age on this day of 1869 whose father and mother are dead and said minor having no estate whatsoever is by and with the consent of the Honorable Y. Duckworth Judge of the Probate Court of Ashley County in the State of Arkansas is bound apprentice to Robert J. Withers of the said County and State to learn the art of farming and steam boatman and as an apprentice to serve from this date for and during and until the full end of term of nine years next coming after the day of 1-1869 or until the said Henry Shadrach shall have attained the age of 21 years which will be on the day during all of which time the said apprentice shall serve his master faithfully and honestly and industriously his secrets keep and commands every where readily obey, at all times protect and preserve the goods and property of his said master and not allow any to be injured or wasted. He shall not buy or traffic with his owners goods or the goods of others nor be absent from his said masters service day or night without leave but in all things behave himself as a faithful apprentice ought to do during said term. And the said master shall clothe and provide for the aforesaid apprentice in sickness and in health and supply him with suitable food and clothing and shall use and employ the utmost endeavor to teach or cause him to be taught or instructed in the art of farming or boatman and husbandry and also cause the said apprentice within such term to be instructed to read and write and in the general rules of arithmetic to the rule of three inclusive. And for the performance of all and assigned the covenants and agreements aforesaid the same parties bind themselves each unto the other firmly by these presents.**

**Y. Duckworth  
R. J. Withers**

**Note: Henry Shadrach appears with the R. J. Withers household of the 1870 Census as a "Domestic Servant".**

## THE COUNTY OBSERVER

### STEAM BOAT WHISTLES STILL REMEMBERED BY AGED RESIDENT AT LONGVIEW

By John Sullins

"It hadn't been so long since the sound of them guns had stopped. I don't collect jest how long it'd been but it weren't long when they come for the masters and took them up there to the hill country. I don't know what they done to 'em, but they sure come and they took them off." spoke John Franklin, age 90, and a life long resident of Longview.

John, born about 1875 and whose parents were once slaves, said. "Battle at Longview. No Sir, from all my Mammie told me and all I done ever heard asides, from her mouth, they weren't no battle ever fought there. There was somewhat of a turkey shoot back and forth the river from time to time though. It was once between some what wore gray and some what had on blue with Cap'n Withers in betwixt on the river in the Morgan Nelson. They's a many a time when a goodly number of them soldiers so I heard, passed from one side of the river to the other, but weren't no battle there I heard tell of."

If you stand on the high point and look up or down the softly flowing river, banked with weeping willow trees, it isn't difficult to understand the "why" of its name. The area is tremendous in widening length and overpowering to the eye and emotion in spectacular view-Longview, one of the softest, loveliest villages of early Ashley County.

The community was nestled among the high trees on a section of land that happens to be the highest point in northwest Ashley County. It borders the Marie Saline River. It's beginning is one of the oldest in Ashley County and its life one of the most colorful.

Discovered by French

Longview discovered by French explorers, settled by pioneers, visited by the Choctaw and soldiers from both the Union and Confederate armies and cherished by many who know it as home and the constantly flowing river as friend and life-bearer.

Back around 1850 passers through ventured across the Saline on the Longview Ferry that shuttled people, horses, wagons, and later automobiles back and forth across the river for well over a hundred years from the Shore of Bradley County to the Banks of Ashley County at Longview.

As the travelers climbed the high bank into the community of Longview before them stretched several city blocks of neat homes most of which were two stories tall. Just to the right of the landing and across the narrow road stood a saloon. Here you could quench your thirst, spend the night and maybe get a little bite to eat. Hugging the right side of the saloon was the towns largest general store. It's stock wasn't the largest in the County however, because most people back then raised whatever they needed in the way of food, but it was sufficient to outfit a trip to Hamburg and possibly, if traveling by steamer to fort Miro (Monroe), providing the traveler skimped along and set a lively pace and good weather held up.

A small sawmill was later established in a field about a hundred yards behind the "hotel" and general store. A gin and grist mill was also situated near the same spot. Logs were cut and floated down river to market, traders and trappers came to buy and sell at the general store; settlers came and built sturdy homes and the community of Longview began to prosper.



**"That old ferry was left there to wait and watch for the steamers to make the bend. The people just gave up waitin', so they asked the old ferry to watch for them. The ferry is now gone and you know what? I don't guess there will ever be another steamer to come around on the river there, cause the new bridge progress built is too low for one of them boats to pass 'neath.**

**Any recollections or information About the colorful history of Ashley County will be appreciated by me here at the News Observer."**

**All of the above information was copied by Leroy Deckelman from a copy of the News Observer which was provided to me by Eugene Davis of Longview.**

## TIME BRINGS LITTLE CHANGE TO ANCIENT LONGVIEW FERRY

By JANICE CLARK

There is a little raft of heavy timbers, with wooden handrails on each side, which has been carrying traffic across the Saline River in Ashley County for 110 years. While sleek cars speed down highway 81 just 7 miles away from the willow edged river, and jet planes dart overhead: while air conditioners hum in vacation cottages on the river bank nearby, and man launched satellites wink in the sky above, the Longview Ferry operates today exactly as it did when it was chartered in 1850.

The cargo has changed from farmers in wagons loaded with cotton to farmers driving tractors still loaded with cotton. The horse and buggy has vanished to be replaced by chrome-trimmed cars with radios turned up to help the speed geared occupants to pass the time while the little ferry is laboriously pulled across the slick surface of the river.

Licensed for operation in 1850, the fees have remained much the same. A century and a decade ago it cost \$1 to cross the river with oxen and a wagon. Today it cost \$1 to cross with your car. That is probably a national record for stabilization of costs. Fees stated when it started its services were six horses or oxen and wagon, \$1; four, 75 cents; two, 50 cents; one, 40 cents; two horse carriage, 50 cents; one horse carriage, 40 cents; led or loose horse, 5 cents; footman, 5 cents; man and horse, 10 cents. When the water rose to within 4 feet of the east bank the prices were doubled.

During the last half of the Nineteenth Century the Longview ferry was the main axis for travel across the Saline River from Fountain Hill to Warren and between isolated farmers over Ashley, Bradley, and Drew Counties.

Recently when we wanted to cross the river on the ferry, we drove down the steeply sloped bank to the river's edge and sounded our car horn. After a

second or third honk a shouted "Ha-loo!!!" echoed through the quiet woods to tell us action was coming up soon. Then a teen aged boy sauntered into view and proceeded to anchor the ferry to shore by plunging a one-inch pipe connected by a rusty chain to the rail, into the sandy soil. He held it firmly in place while our station wagon edged over board tracks onto the ferry: The boards were pulled aboard, and the boy began pulling the ferry along a cable stretched across the river. This hand operation was aided only by leverage provided by the use of a length of hand notched board. As we inched along the river we were told that its channel is about forty feet deep in the summer and around 60 feet deep during high water times during the winter and early spring.

Although the wooden timbers have been replaced as old ones rotted or wore out and the original rope track has been modernized into a one-inch steel cable, the Longview Ferry is just as it was when it began operation in 1850.

Old timers tell that during flood seasons at least one team of horses or an entire "rig" (horse and wagon) went into the swift waters every year as the frail connection between bank and raft gave way before both horse and vehicle were safely aboard. According to one early resident teams of horses and sometimes people were drowned, in the river at such a time.

A thriving community rose and fell around the little ferry. Situated where the Saline river cuts through the highest ridge in the county, it commanded a "long view" in both directions around the curve in the river. According to a granite monument placed on the bluff in 1959 by the Col. Francis Vivian Brookings Chapter of the D. A. R., it was the site of the first settlement of white people in the county. The marker reads, "Longview, one of the first communities in Ashley County settled by these French families: Fogle, Buleet, Acan, Carcuff,



LaBeof, and Pedron. These with their children constituted for three quarters of a century, the white people of Ashley County." Historian for the D. A. R. chapter responsible for the marker was the late Mrs. Ethel Haskew Walker, who was a descendant of one of the first merchants of Longview.

In 1860, the town boasted a two-storied Methodist Church with a lodge room upstairs, several stores, a warehouse and a saloon, and the town was a busy traffic and trading center for almost forty years. It was the coming of "Jay Gould's iron horse," the railroad, that strangled the town and reduced the river traffic to a trickle. Early in this century the last of Longview's merchants gave up and moved into Hamburg.

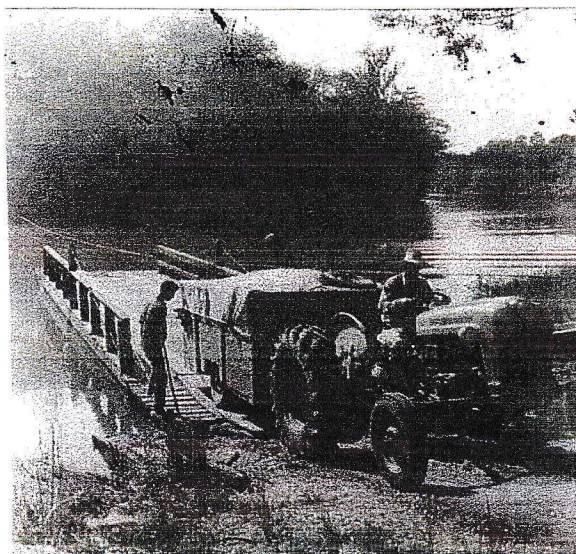
However, the ferry continues to run during the summer months. Owned by R. L. Davis, he protects himself from responsibility if a car's brakes fail and tip it into the river, or if anyone steps too near the open ends of the raft, with a hand lettered sign nailed to one side of the side-rails which reads, "Not Responsible for Accidents-R. L. Davis, Owner." There is always a boy or two to saunter down at a honk of the horn to bridge the gap between raft and bank with heavy planks, plunge the pipe into the sandy shore, and brace his slim weight against the shifting ferry as the modern car or farm tractor ease onto the ancient craft.

Though the iron shod horse and wagon wheel have given way to the tubeless tire and cleated tractor, time has stood still where the little Longview Ferry follows its century-old path across the Saline River in Ashley County.

*The above information was copied from the News Observer dated September 29, 1960 by Leroy Deckelman.*



William Anderson Shaver, 19 years old, pulls the 110 year old Longview Ferry across the river by hand power. He is using the leverage provided by a notched board applied to a steel cable which stretches across the river. (News Observer)

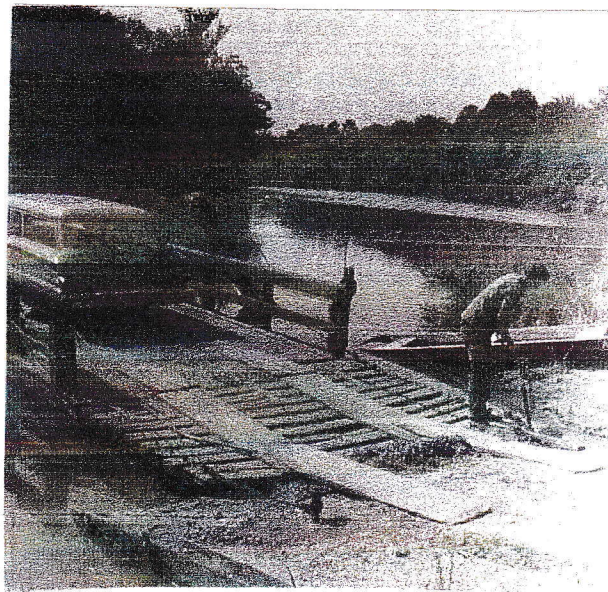


A.W. Best of Ingalls, taking cotton across the river to a gin at Fountain Hill. The Ingalls farmer makes about 25 trips a season hauling cotton and tomatoes to market. (News Observer Photo)





The Ferry crosses a 40 to 60 foot deep channel of water at this place. It is rarely used these days during periods when the river is high and swift, but for half a century it was the year around hub of traffic for a three county area. (News Observer Photo)



Ready for its ride across the Saline waters is this car which has driven on the ferry, and is waiting while the ferry attendant "lifts anchor" in preparation for casting off. (News Observer Photo)



# Ashley County Ledger

Wednesday, January 21, 2004

Hamburg, Ashley County, Arkansas

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Ashley County History

## The Skirmish at Longview and Its Aftermath

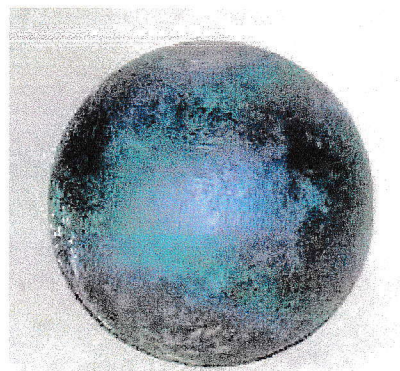
By David Moyers

(Updated and Expanded, November 19, 2003) In the four years of civil war from 1861 to 1865, Ashley County escaped the major battles which characterized much of the Confederacy as well as some other parts of Arkansas. The county does have one skirmish, which now, 139 years after the conflict there, for the first time has a marker commemorating the skirmish at Longview. Members of the Civil War Trails Group of Southeast Arkansas dedicated the marker on September 6.

Usually when local citizens saw soldiers in the Civil War era, they were foraging for supplies. As Judge Y. W. Etheridge noted in his *History of Ashley County*, "Up until South Arkansas was a battlefield in 1864, when the wagons of the quartermaster's department of the Confederate army moved through the county, they were layden (sic) down with every kind of supplies available, corn, wheat, potatoes, bacon and lard, pickled meats, dried fruits, molasses, home woven cloth, hides, fish oils and such other products as the population had. Cattle for beef and horses for the cavalry, supply trains and to draw the cannon from battlefield to battlefield were impressed and paid for by military authority where not freely given."

Yet, by 1864, the military situation had changed enough that Ashley County was the site of one minor skirmish, a small Union victory among a whole series of disasters in a major campaign.

The background for the battle was set when Union General Frederick Steele, who had occupied Little Rock on September 10, 1863, mounted an expedition to the southwest beginning on March 23, 1864. Steele's forces planned to join Union troops under the command of General Nathaniel P. Banks which were moving up the Red River. Those two armies planned to complete the occupation of southwest Arkansas and the Confederate capital, which had been moved to Washington in Hempstead County with the fall of Little Rock, and prepare for an invasion of Texas aimed at crushing the armies of General Edmund Kirby Smith, the Confederate commander of the Trans-Mississippi Department.



The cannon ball shown above, now stored in the Ashley County Museum in Hamburg, was one of two located in the Saline River at Longview during a 2001 search for a drowning victim.

The first step in the military action which eventually led to the only Civil War



battle in Ashley County was when Steele left Little Rock and General John Thayer left Fort Smith to move toward Camden. The two generals had a combined total of 13,500 men, 12,000 horses and mules and 800 wagons. They arrived in Camden on April 15 and occupied the city until April 26.

Even though the Union troops were in command of Camden from April 15 to April 26, large-scale battles in the area continued. Confederate soldiers under the command of General Sterling Price won major victories at the Battle of Poison Spring, about ten miles from Camden, on April 18 and Confederates under Brigadier General Joseph O. Shelby defeated the Union troops and captured over 800 prisoners at Mark's Mill on April 25. After those Confederate victories, and given the possibility of a new assault on the Union positions around Camden, Steele decided to withdraw to Little Rock, abandoning Camden on April 26. He and his troops arrived back in Little Rock on May 3, after again facing the Confederates at Jenkins' Ferry.



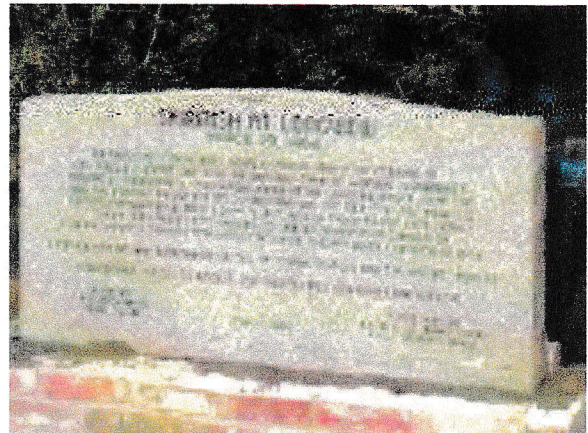
Edgar Colvin of Pine Bluff fires a cannon during the dedication ceremony for the marker at Longview.

By the time that Steele arrived back in Little Rock, after 40 days in which the expedition had covered 275 miles, he had lost 635 of the 800 wagons and 2,500 horses and mules, not including at least 150 wagons and several hundred horses and mules lost at the Battle of Marks' Mill.

While complete figures are not available, the Union troops lost 1,775 in killed, wounded or missing, not including the losses at Poison Spring, Jenkins' Ferry, or losses suffered by the various cavalry troops. The extent of those losses led James Harris Atkinson, the historian of Steele's Expedition to Camden, to title his work *Forty Days of Disaster*.

Yet, even though the expedition itself was a disaster from the Union point of view, there were some Union successes, and the skirmish at Longview in Ashley County was one of those successes. This skirmish was one of a whole series of minor battles which lasted throughout the 40-day campaign.

According to Judge Etheridge, the village of Longview was established around 1840, and the port on the Saline River "was the main center of transportation for the area on both sides of the river, that is Ashley, Drew, and Bradley counties." In addition to the river itself, roads on each side of the stream brought travelers to and from the port. On the east side of the river, a branch of the Louisiana



The new marker at Longview.



Trace led through Fountain Hill to the Pine Bluff and Monroe, Louisiana, road. A north-south route passing through Longview connected Monticello, Fountain Hill and the Marie Saline landing on the Ouachita River, and a road from Columbia, a port on the Mississippi River in Chicot County, passed through Longview on its way to Camden and served as a westward route to Texas.

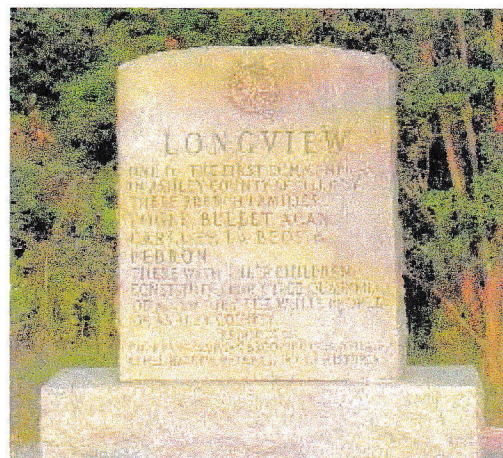
The village of Longview and its port on the Saline served as the home of a ferry which was chartered in 1850 with fees set at \$1 for six horses or oxen and wagon; 75 cents for four horses or oxen and a wagon; 50 cents for two horses or oxen and a wagon; 40 cents for one animal and a wagon; five cents for a horse or footman; and ten cents for a man and a horse. The rates were also subject to change depending on the height of the river. All standard rates doubled during high water—when the water rose to within four feet of the east bank.

With the beginning of the Civil War, the port and ferry at Longview assumed even more importance due to the need to move troops from the west to the major theater of operations in the east. And, there was also some controversy surrounding the operation of the ferry.

In an issue of the *Arkansas True Democrat*, a Little Rock newspaper, published on July 18, 1861, a letter from "many citizens" of Union County complained about the service at Longview and at a similar ferry operated at Moro on the Ouachita River. They said that a local company of 93 men, raised at Three Creeks in Union County, was on its way to Gaines Landing on the Mississippi River in order to travel to the eastern theater in Virginia. The ferryman at Moro, they said, "instead of receiving them joyfully and helping them on their way, charged them at their usual rates for their wagons and five cents per head for the men. The ferryman at Longview, on the Saline River, treated them in the same way—We certainly ought to have expected better things at the hands of Southern men."

R. J. Withers, who operated the ferry at Longview, replied in a later letter to the *True Democrat*. He said, "The captain asked me what I would charge him for crossing his company with their wagons, etc. I replied that I had not charged other companies anything and would cross him free; he said that he did not expect me to do it for nothing—that he had paid full fare at Moro and expected to do so here. I then told him that I paid a rent of \$450 for the ferry and that if he saw fit to pay me \$5 (less than one-third the regular rates) I would take it and be obliged to him. He paid me that amount and nothing more was said about it. As to our patriotism in Ashley, we don't boast much, but have already equipped and sent to the battle field over one-half of our men who are able to bear arms, and the rest of us are ready to go when needed."

Given the importance of Longview as a transportation center, it was to be expected that the Union troops would make some attempt at the port. By the summer of 1864, the Confederates had eliminated any potential problems with the ferrymen at Longview by constructing a pontoon bridge across the river to provide faster and more reliable crossings from the eastern part of Arkansas to the Camden and western areas of Arkansas and Texas.





To Steele, who on March 27 was camped 20 miles from Arkadelphia, Confederate troops who might be in Monticello and could threaten his advance were a serious consideration. Reporting to Major General W. T. Sherman, he wrote: "It is officially reported

that a large force of the enemy is fortifying at Monticello. More than half of my cavalry are dismounted, and most of the rest very poorly mounted. Artillery horses and transportation in the same condition ... We have had to haul most of our forage 30 and 40 miles for months." Possibly foreseeing problems on his expedition to the southwest, before leaving Little Rock, Steele ordered Col. Powell Clayton at the Union post in Pine Bluff to keep a close watch on Confederate forces in the Monticello area which might threaten the expedition. It was that order which eventually led to the skirmish at Longview.

The front of the marker at Longview on the Saline River was erected by the Daughters of the American Revolution in honor of early families who settled in the area.

*The first step resulted in the skirmish at Longview began on March 27 when Colonel Clayton, who commanded the Fifth Kansas Cavalry at Pine Bluff, reported to Union Brigadier General Kimball his plans to launch an attack at Mount Elba, a community on the Saline in Cleveland County, and "at which point, I will throw a temporary bridge across the Saline, and leave my infantry and part of my artillery to hold the same and act as a reserve. I will cross with my cavalry, make a feint in the direction of Camden, and move rapidly down the Saline by way of Warren to Long View, at which point the enemy have a pontoon bridge over which they cross in communicating with Camden from Monticello. I think they have some military stores also at this point. By destroying this bridge, I will cut off their communications and will be able to attack any small parties that may be between the Saline and the Washita (sic)."*

Clayton then changed his plans somewhat, moving first toward Monticello, then toward Mount Elba, bridging the Saline, and, feinting in the directions of Camden and Princeton, marching rapidly to Longview to capture the Confederate pontoon bridge as well as any supplies that might be there, 42 miles from Mount Elba. In beginning his campaign, Clayton selected seven officers and 230 enlisted men from the 18th Illinois Infantry, a detachment of five officers and 260 men from the 28th Wisconsin Infantry, and 600 men, four mountain howitzers and two steel rifled guns from the First Indiana, Fifth Kansas and Seventh Missouri Cavalry units. In addition to the men and guns, Clayton's forces also carried eight pontoons, mounted on wagon wheels, along with them to bridge streams as they came to them as well as a small wagon train of supplies.

Arriving at Mount Elba in Cleveland County about 4 p. m. on March 28, the Union troops killed one and captured four of the Confederates defenders there. They then began assembling their wheeled pontoons and completed a bridge across the river by midnight.

Confederate troops at Mount Elba were returning from Gaines Landing on the Mississippi River near Eudora where they had picked up supplies to be taken to the Confederate command in Camden. With the attack on Mount Elba, many of those soldiers withdrew to the Longview area.



At daylight on the morning of March 29, the Union troops left their encampment at Mount Elba and moved rapidly toward Camden to the vicinity of Mark's Mills. From there, Clayton sent Lieutenants Frank M. Greathouse of the First Indiana Cavalry and Grover Young of the Fifth Kansas Cavalry with 50 picked men from each unit "to move with the utmost rapidity by the way of Warren to Long View, to destroy the pontoon bridge, the enemy's trains, etc."

The Union cavalrymen moved quickly, arriving on the west side of the river at Longview just after sundown. A number of Confederate soldiers were encamped on the west side of the river.

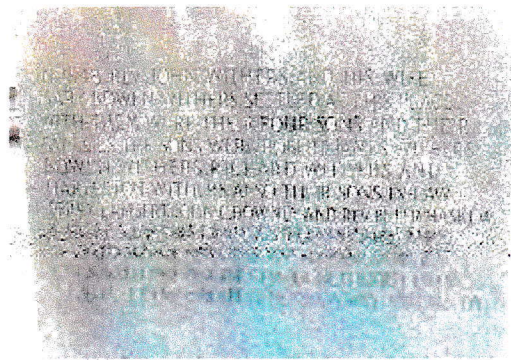
However, due to a shortage of uniforms, many of the Confederate soldiers were dressed in captured Union uniforms, and the Confederates on the west side of the river apparently thought that the Union cavalrymen were fellow Confederates and made no attempt to resist them.

The Union cavalrymen moved past the Confederate camp on the west banks of the river, and still unrecognized, ordered some of the Confederates at the main camp on the east side of the river to cross to the west where they were taken prisoners. The Union troops then cut the pontoon bridge and destroyed a Confederate supply train they found on the west side of the river.

By 9:30 the next morning, the Union lieutenants and their cavalrymen were back in camp at Mount Elba, reporting that they had destroyed the pontoon bridge, burned a loaded train of 35 wagons of supplies, captured a large amount of arms and ammunition, about 260 prisoners, nearly 300 horses and mules, and "a large number of contrabands."

Clayton's report to his superiors highly praised the two lieutenants who had commanded the raid on Longview. He said, "The Long View raid reflects the highest credit to Lieutenants Greathouse and Young, and for brilliancy and success is almost without a parallel. One hundred men (50 from the First Indiana and 50 from the Fifth Kansas Cavalry) marched 40 miles into the enemy's country, captured and destroyed a train of 35 wagons loaded with stores of great value (their paymaster's safe containing over \$60,000), destroyed their pontoon bridge over the Saline River, captured and brought to Mount Elba 260 prisoners, nearly 300 horses and mules, and a large number of contrabands, all, including the march of 80 miles to Long View and back, in the surprising short space of twenty-four hours. Our loss throughout the expedition was but two killed and eight missing. The conduct of the officers and men throughout was most gallant and energetic, and deserves the highest commendation."

True to his word, Clayton on April 6 commended both lieutenants in a dispatch to Assistant Adjutant-General Major W. D. Green. The two, he said, "are deserving of the highest praise for the masterly manner in which they created a diversion in the direction of Monticello, and more especially for their gallantry, energy, and skill in the execution of the raid to Long View and return."



The rear of the marker at Longview on the Saline River erected by the Daughters of the American Revolution in honor of early families who settled in the area.



The written report that the two lieutenants prepared was not so elaborate. They wrote to Clayton, "When we came to the fork of Long View and Camden Road, which is some two miles from Long View, we took four prisoners, and learned from them that there had been a train of nine wagons and 25 men passed out a short time ahead of us. We sent a party out after them, burnt the wagons, and captured the men. We learned from them that there was a large train crossing, which had come out from Monticello that day. We moved on, and reached their camp just at dark. We charged into their camp, surrounded them, and demanded their surrender, and ordered them to fall into line. We coming on them so unexpectedly, and they being in such confusion, they obeyed immediately. There were 250 men, 7 or 8 officers. We destroyed their bridge, threw about 175 or 200 stand of arms in the river, burnt 30 wagons, which were loaded with baggage and camp equipage, also ammunition; took some 300 horses and mules. We then mounted our prisoners, and returned to our most worthy commander all O. K."

To Union newspapers, such as the *National Democrat* in Little Rock, the raid on Longview was a brilliant success. Titling its story on the raid "Good News from Gen. Steele and Col. Clayton," the *National Democrat* said: "We are furnished by Adjutant General Green with news received from rebel sources placing Price at Camden on the 28th of March, and General Steele at Arkadelphia on the 26th. Steele's march has been a complete success so far, meeting with but little obstruction. The army is said to be in excellent health and fine spirits."

"Col. Clayton, commanding the expedition from Pine Bluff, destroyed the pontoon bridge at Longview—burned a train of thirty-five wagons loaded with camp and garrison equipage, ammunition, quartermaster's stores, etc., and captured over three hundred prisoners."

"He engaged (General Thomas) Dockery's division, of about 1200 men, from Monticello, on the morning of the 30th ult., routed and pursued him ten miles, with a loss on his side of over one hundred killed and wounded—capturing a large quantity of small arms and two stands of colors. Our loss did not exceed fifteen in killed, wounded and missing."

"Three hundred horses and mules and many wagons were captured. Col. Clayton by this expedition has added fresh laurels to his brow. He is worthy of all honor, and deserving the highest reward at the hands of the government. He has been in every instance successful and will be promoted to the rank of Brigadier General for valiant service to the Union cause. He justly deserves the honor."

The Confederate reports made far few and far less elaborate mentions of the raids on Mount Elba and Longview. Major General Sterling Price, the commander of the Confederate district of Arkansas, wrote to Brigadier-General W. R. Boggs, Chief of Staff of the Trans-Mississippi Department, that General Dockery, who was headquartered at Monticello commanding the 12th Arkansas Battalion Sharpshooters, the 18th Arkansas, the 19th Arkansas and the 20th Arkansas, had been ordered to harass the rear flanks of the Union troop movements and attack Union supply trains. "Unfortunately," he reported, "before Brigadier-General Dockery could execute this order he was on March 29 attacked at Mount Elba by a party of the enemy from Pine Bluff and completely routed. They at the same time captured at Long View his entire train (twenty-six wagons) and about 200 prisoners." Price made no other mention of the events at Longview in his official report, and his statement of the number captured was much lower than the Union reports.

Only a month before the skirmish at Longview, most of Dockery's brigade was unarmed. However, on February 24, 1864, General Ross, who was commanding the area of Mississippi east of Gaines Landing, succeeded in



transferring 1,400 stand of arms across the river. Those weapons went to Dockery's men who then moved to the Hamburg area prior to the conflict at Longview.

Yet, for the Confederates, there was one bright point in the skirmish at Longview. Captain Robert H. Withers, a captain of Confederate marines, operated his own boat, the *Morgan Nelson*, in order to supply Confederate soldiers along the Ouachita and Saline Rivers. When the Union troops attacked at Longview, Withers went down to his boat, which was unloading corn, and floated the boat down to Horsehead, a sand bar about a mile below, and hid the ship in the willows. Judge Etheridge noted a 1925 letter from W. F. Martin of Camden, who was raised near Johnsville on the Bradley County side of the river, to Mrs. Hettie Haskew Champney of Fountain Hill which recalled the event:

"Your mention of Capt. Withers whom I have known most all my life. I knew of him when he used to run a keel boat on the Saline. He was the man who brought the first steam boat in the Saline River, the Marshall, and ran the *Morgan Nelson* in there during the war hauling corn from up and down the Saline and Ouachita Rivers for the Confederate soldiers."

"He had his boat there at Longview where General Dockery's command was camped, and when Capt. Withers heard the shooting and saw so many blue coats in town, he ran down to the wharf and cut the line and let the boat drift down stream for a quarter mile or more, when he put on full steam and run her down to Horsehead bend and hid her in the willows."

"The next morning, Bob Lowry and me were shooting doves down the river in old man Lowry's field and we passed close to the river and heard some noise in the willows across the river, and went into the field and commenced shooting doves around some corn pens, and directly we saw a soldier peeping through the fence, and in a few minutes a hundred or more, with their guns ready to shoot us. When they saw we were only boys, they came where we were and said they thought it was a battle going on with the Yankees, and they were part of Dockery's men who ran in the swamp when the Yankees ran into town."

*(Editor's note: The Morgan Nelson was a 120 foot long stern wheel wooden packet ship 21.8 feet wide with a 4.4' draft. The boat was built in Middletown, PA, and launched in 1859. The ship spent from 1862 to May, 1865, hauling supplies up river for the CSA to various points on the Mississippi, Black, Red, Ouachita and Saline rivers. In 1868, the boat was sold in New Orleans and dismantled. Capt. Withers bought another steamboat, the Carrie Poole which he operated for several years.)*

One of the prisoners captured at Longview was apparently a Confederate Colonel Glenn. In September, Col. Powell Clayton wrote that Glenn passed himself off as a citizen and was released. According to Clayton, Glenn was on Gen. Patrick R. Cleburne's staff and was on his way to join him. Clayton said that Col. Glenn was supposedly in Little Rock and recommended that he be arrested.

Even though the Union forces at Longview were victorious, it was not a meaningful victory in that the Camden campaign as a whole failed. Ashley County and Southern Arkansas remained in the Confederate fold, but the rebel hold was not a strong one. On April 9, one of Clayton's subordinates reported that he had been out on a five day scouting trip from Pine Bluff. The Union troops "went through Monticello and Long View to Hamburg, and to within 15 miles of the Louisiana line. Had a skirmish: killed two, and captured 2 lieutenants and 17 men. He reports the country this side of the Saline as abandoned by the enemy with the exception of a few straggling bands," Clayton wrote.



Confederates continued to occupy the area and also reconstructed the pontoon bridge at Longview. On May 17, 1864, General Steele wrote to Mayor Gen. E. R. S. Canby, "The enemy is reported to have bridges on the Saline at Jenkins' Ferry, Mount Elba and Long View, and a considerable force of infantry at these points." He theorized that the troops plan to raid the railroad between Little Rock and Devall's Bluff, adding, "I could easily prevent this but for the want of calvary and calvary horses. More than one-half of my calvary are dismounted." He requested that about 600 troops from the Third Iowa, which had been in Memphis, be ordered to Little Rock immediately.

In July, 1864, Brig. General C. C. Andrews, who was stationed in Devall's Bluff with 6,000 federal troops, wrote to President Abraham Lincoln that Dockery's forces were in Hamburg. "From all I learn the rebel and conscripts are in high spirits. There is an unusual enthusiasm among them. I learn on fair authority that the explanation of this unusual feeling is that the rebel leaders have represented that by prolonging the war and successfully resisting the Federal authority a little longer, they will defeat your election, help elect McClellan or some such man, and gain better terms of peace."

In September, 1864, J. W. Lewis, Assistant Adjutant-General for the Headquarters District of Arkansas ordered Walker's and Polignac's Divisions and any other Confederate infantry forces in Monroe, LA, to proceed by forced march toward Monticello, carrying ammunition and provisions. The order directed troops to drive any cattle that they had as well as "gathering others on the road." The order specifically directed the commanders to bring a sufficient quantity of salt. "Breadstuffs have been ordered to be placed in depot at Hamburg and at Monticello, but it will be very difficult to keep up the supply. Therefore, they should be used with great economy," the order said.

In November, 1864, Major General J. Bankhead Magruder, commander of the Arkansas District, wrote to Major Farrar, the commander of Major General Parson's Regiment, ordering him to take his unit to Ashley County "without a moment's delay." The order also noted that Brigadier General William Steele's Confederate calvary unit was already in the area, with his headquarters between Hamburg and Bastrop, LA, "as near to Hamburg as he may find forage." Steele was ordered to find all "irregular organizations or bodies of men," and take them to Camden to be formally organized and sent back to the area "to relieve the citizens from the impositions and injuries which many irresponsible men have inflicted upon them." A later report noted the "scarcity of forage in vicinity of Hamburg."

Hamburg was important for a reason other than its location on a road which was passable in winter. The Trans-Mississippi Confederate government had been taking half of all the cotton produced and stored it for sale. The headquarters of the cotton bureau was in Shreveport, but in November, 1864, there was also a branch at Hamburg, commanded by a Major Robinson, as well as a principal branch in Monticello. Confederate troops moved the cotton to Gaines Landing where it was sold, according to Col. E. D. Osband, commander of the Third U. S. Colored Calvary, who made an expedition through Ashley County.

In December, 1864, Gen. Magruder ordered all of Col. W. F. Siemons Brigade, the Second Arkansas Calvary, to assemble in the Hamburg area to relieve Steele's Brigade which was to march to Texas as soon as it was relieved.

Seven months after the Longview skirmish, on January 31, 1865, Union Brig. Gen. Eugene A. Carr, based in Pine Bluff, reported on a scouting expedition along to the Saline River area. He said that there was still a small Confederate force at Long View guarding a bridge.



In February, 1865, Assistant Adjutant General J. F. Belton wrote to Gen. Magruder, the Confederate commander, then in Washington, Arkansas. He said that he was convinced that federal troops planned to try to occupy Monroe and the lower Ouachita. However, "The enemy cannot operate against Camden in force or move at this season from Pine Bluff on any other than the ridge road via Monticello, Hamburg and Bastrop." Belton noted in correspondence with Major Gen. J. F. Fagan, Confederate Cavalry Commander for Arkansas, that the bottoms and low country were impassable, and there was little or no forage in the area.

During the same month of February, 1865, Col. E. D. Osband, commander of the Third U. S. Colored Cavalry, reported to Maj. Gen. N. F. T. Dana on his expedition from Oak Ridge, LA, to Monroe, LA, Bastrop, LA, and Hamburg to Collins. "To describe the roads, the poverty of the people, or the sufferings of my command during this terrible march would be impossible. I think twenty negroes died in one day from exposure, and it is not exaggeration to say that at one time one-half of a regiment might be seen dismounted, struggling with their horses, every one of which was mired and down. No squad of men, much less an army, can live anywhere we have been. The people have neither seed, corn, nor bread, or the mills to grind the corn in if they had it, as I burned them whenever found. Practically, the line now and hereafter of the Confederates is the Ouachita. Colonel McNeill's force of 800 men, at Oak Ridge, dwindled from that number to fifty, who scattered at our approach promiscuously through the woods, McNeill being last heard from in an impassable swamp with four men and a nigger. The nigger deserted, as did probably the others. I have taken from these people the mules with which they would raise a crop the coming year, and burned every surplus grain of corn, and cannot imagine that one company of cavalry can obtain subsistence for more than thirty days in the whole country."

As late as April 13, 1865, just as Gen. Robert E. Lee was surrendering at Appomattox Courthouse, VA, troops continued to make raids in Southeast Arkansas. Major J. P. Smith wrote that a courier reported 150 federal troops in the Monticello area, where they had burned some houses before going back toward Pine Bluff. At that time, a squadron of Col. Campbell's Confederate regiment was stationed in Hamburg.

Even after the end of the war, some problems continued. On May 23, 1865, a group of local men wrote to Gov. Isaac Murphy of the conditions in Hamburg. "As for the county of Ashley, which we are citizens thereof, we make known to your honor that it is impossible to hold meetings (to organize under the new state constitution) for the offices are filled by rebels of the deepest dye. They have petitioned Colonel Chambell (Campbell), who has command of a band of Missouri thieves, to make his headquarters in Hamburg. They are stealing and plundering the Union people of all they possess, and unless we can get help to drive this band of thieves out of the country the people will not be able to save their wheat crop, which is their main dependence for bread in that second of country." The Union men signing the letter were W. Y. Duckworth, Jas. Moffatt, Dr. C. W. Gibbs, C. J. Brunson, J. Pringle Harbison, A. J. Allen, Z. J. Wood and C. C. Allen.

The unrest described above continued, and finally in November, 1868, Powell Clayton, by then the governor, placed Ashley County and eight others under martial law, citing "a state of insurrection." Clayton blamed that situation on the Knights of the White Camellia or Ku Klux Klan whose object, he said, "is treasonable and murderous and subversive of all government." In many of the counties, Clayton wrote, "a perfect reign of terror now exists."

In his message to the legislature outlining the reasons for martial law in Ashley



County, Clayton said that "the sheriff was openly assaulted and personally abused; the Registrars (voter registrars) were driven way; the Sheriff and Clerk were compelled to resign and to appoint deputies to save their lives; several colored men were taken out, beaten and threatened to be hung; several others missing— supposed to be hung; Moses Dean and his wife found since then hung in the woods; a freedman, hauling cotton, was shot dead in the road."

To deal with the problems in the area, Clayton sent Brig. Gen. R. G. Catterson's militia to South Arkansas. Major Josiah H. Demby recalled that when Catterson's men arrived in the area to relieve General Sam Mallory, "who was in trouble and needed immediate relief," in Ashley County they found "lawless men prowling all over the country, and the courthouse had bullet holes on all sides and the civil authorities were in hiding." The militia arrested some of the insurgents while others fled to Louisiana. Catterson then moved on to Monticello where he found Mallory cooped up in the courthouse with no soldiers to help maintain order.

An anonymous Hamburg resident did not view Catterson's visit in quite the same way. In 1874, at the end of Reconstruction, he recalled in a letter to the *Arkansas Gazette*, "Catterson marched into Hamburg on Sunday morning and immediately established his headquarters in the courthouse, and soon afterwards quartered his men in town at different places, so as to command every way of ingress and egress. The writer, and several other law-abiding citizens, were arrested in the evening, and confined to a guardhouse, under a strong guard. Next morning, our number was increased to eleven, and every arrest was made by the presentation of two or more large revolvers."

"Quartermasters and commissaries immediately gathered up all the hogs and chickens they could find in town and immediate vicinity. They also opened all the stores and groceries, saddlers' and blacksmiths' shops in town and helped themselves to everything they could find, supposed to be of value to them at the time or in the future."

"Squads of mounted... men were sent to different portions of the county, and within about three days they returned to town bringing with them guns, horses, mules, buggies and wagons, the wagons loaded with boxes and trunks filled with dry goods of very description used in dressing ladies and children, and consisting in large part of calicoes, ladies' stockings and shoes, combs, pins and needles, and babies' s shoes and socks, all of which they carried with them out of the county. A reasonable estimate of the value of property consumed by them, wasted, or carried away, is about \$50,000."

After requiring those men held in the guardhouse to post good behavior bonds of from \$2,000 to \$5,000, Catterson assembled his whole command on the public square. During a speech, Catterson supposedly said that had tried to find the disloyal and bad men in the county. He also said if he heard of any bad conduct in the future, "I will come back and I will bring with me an army, compared to which the army I have is but a drop in the bucket, and when I arrive at the border of the county, I will not stop to inquire who is faulty. I will enter the county with fire and sword. I will spare none. No one shall escape. I will leave nothing living. Man, woman and child, black and white, shall perish by the sword, and fire shall finish the work. When I leave the county, it will be a desolationn a desolation so complete that the owl and the bat shall not find where to hide."

The anonymous author of the letter stated that he and most others believed that Catterson had done what he intended to in the county, looting the property that he could find. Late in 1869, the *Arkansas Gazette* reported that the charter of Hamburg Masonic Lodge No. 61, which had been stolen during the war or



possibly during visits such as that by Catterson, had been found in New York.

While these events were not directly related to the skirmish at Longview, they are indicative of the tensions of the era, tensions which in some cases took many decades to forget.

The events at Longview were contrary to the general trend of Steele's whole expedition in that Longview was a defeat for the Confederate forces. In spite of this loss, Confederate General Price noted that Steele's forces had been foiled in their purpose. Praising his subordinates, he said, "the South is indebted for results which attest fully the patient endurance and fortitude of their troops."

Editor's note: In addition to the newspaper sources cited within the story, much of the information here came from the *Official Records of the War of the Rebellion*, (128 volumes), published by the U. S. Government Printing Office.

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# CONFEDERATES CAPTURED AT LONGVIEW

MILITARY UNIT	NO. CAPTURED	DIED IN PRISON	%
1ST ARK. CAVALRY	89	19	21.3
2ND ARK. CAVALRY	30	7	23.3
10TH ARK. MNTD. INFANTRY	8	0	
11TH ARK. MNTD. INFANTRY	15	2	13.3
12TH ARK. MNTD. INFANTRY	3		0
15TH ARK. MNTD. INFANTRY	21	0	0
16TH ARK. MNTD. INFANTRY	2	0	0
18TH ARK. MNTD. INFANTRY	4	0	0
19TH ARK. MNTD. INFANTRY	13	0	0
20TH ARK. MNTD. INFANTRY	2		
21ST ARK. MNTD. INFANTRY	2	1	50
23RD ARK. MNTD. INFANTRY	1	0	0
26TH ARK. MNTD. INFANTRY	1	0	0
3RD TRANS-MISS. INFANTRY	2	0	0
5TH ARK. INFANTRY	1	0	0
24TH TEXAS CALVARY	2	0	0
*CRAWFORD'S INFANTRY	1	0	0
**GLENN'S TEXAS CALVARY	1	0	0
*DOCKERY'S BRIGADE	1	0	0
*FAGAN'S DIVISON	1	0	0
WEBB'S 2ND ARK. CALVARY	2	1	50
WOODS MISSOURI CALVARY	34	3	8.8
SHANKS MISSOURI CALVARY	1	0	0
WRIGHT'S ARK. CALVARY	24	4	16.7
TOTAL	261	37	14.2

\*Surgeons and medical personnel assigned to command.

\*\*This was Colonel Glenn who was the only POW who escaped several months later.



## CONFEDERATE PRISONERS TAKEN DURING LONGVIEW EXPEDITION

An outline of events which took place in south Arkansas during the Red River Campaign in March and April, 1864, was published in the December, 1995 issue of this journal.

Under the direction of Union officer Col. Powell Clayton, stationed at Pine Bluff, an expedition was sent to an area known as Longview which borders Drew, Ashley and Bradley counties. Intelligence reports received by Col. Clayton indicated a sizeable Confederate force was encamped at Longview from which communications were passed from Monticello to Camden.

During a surprise attack by Clayton's troops at Longview, Confederate forces were overcome and over 300 were taken prisoner.

The following is the first of the list of prisoners taken at Longview and will be concluded in future issues of Roots. The majority of men captured were sent to the Union prison at Rock Island, Illinois, although many died of disease during confinement at Little Rock.

ADAMS, JESSE N. - Private. 16th Ark. Mounted Cavalry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released June 25, 1864, and forwarded to Rock Island, Illinois.

ADAMS, MARTIN A. - Private. Company "A" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released May 16, 1864. Forwarded to Rock Island, Illinois.

ADAMS, S. E. O. - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released May 17, 1864. Forwarded to Rock Island, Illinois.

ALLEN, S. H. - Private. Company "E" 19th Ark. Mounted Cavalry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released May 7, 1864. Forwarded to Rock Island, Illinois.

ALLEN, W. A. - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released May 17, 1864. Forwarded to Rock Island, Illinois.

ANDERSON, JAMES F. - Private. Company "A" 11th Ark. Mounted Cavalry. Captured March 29, 1864. Confined in Little Rock April 4, 1864. Released May 7, 1864. Forwarded to Rock Island, Illinois.

ANDREWS, JAMES G. - Private. Company "H" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released May 17, 1864. Forwarded to Rock Island, Illinois.

ANDREWS, RICHARD - Private. Company "H" 1st. Ark. Cavalry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released May 17, 1864. Forwarded to Rock Island, Illinois.

ANDREWS, NATHANIEL - Private. Company "H" 1st. Ark. Cavalry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released May 7, 1864 to Rock Island, Illinois.

ASHCRAFT, J. A. - Private. Company "D" 3rd Trans-Miss. Infantry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released June 25, 1864. Forwarded to Rock Island, Illinois.

ATKERSON, HENRY A. - Sargent. 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released June 23, 1864. Forwarded to Rock Island, Illinois.

ATKINS, WILLIAM - Corporal. Company "E" 19th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released May 7, 1864. Forwarded to Rock Island, Illinois.

BRADLEY, D. C. - 1st LET. Company "W" 19th Ark. Infantry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released April 21, 1864. Forwarded to Rock Island, Illinois.

BRIGGS, JAMES - Private. Company "A" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released June 23, 1864. Forwarded to Rock Island, Illinois.

BATTRELL, CHARLES - Private. Company "D" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined in Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

BRASWELL, MOSES K. - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864. Forwarded to Rock Island, Illinois.

BROWN, JOHN W. - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864. Forwarded to Rock Island, Illinois.

BAKER, GEORGE W. - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864. Forwarded to Rock Island, Illinois.

BUCHANAN, JACOB B. - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864. Forwarded to Rock Island, Illinois.



BRANTON, RICHARD M. - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864. Forwarded to Rock Island, Illinois.

MCDUFFEY, BIRD - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

BROWNING, WILLIAM H. - CMS. Company "B" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

BRASWELL, J. G. - Private. Company "E" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

BARNWELL, HARVEY A. - Private. Company "E" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864. Forwarded to Rock Island, Illinois.

BOLGER, G. J. - Private. Company "E" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864. Forwarded to Rock Island, Illinois.

BANGSTON, LEWIS - Private. Company "G" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

BUNCH, MARIAN - Private. Company "H" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died May 21, 1864. Reason for death: Measles.

BRASWELL, B. R. - Private. Company "I" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died June 6, 1864. Reason: Rubeola (measles).

BUCK, JAMES W. - Private. Company "K" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 29, 1864 and forwarded to Rock Island, Illinois.

BLACK, J. K. P. - Private. Company "K" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

BIERMAN, W. S. - Private. Company "B" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

BRADLEY, G. W. - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died May 11, 1864 at the Prison hospital.

BENNETT, OLIVER C. - Private. Company "G" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died August 2, 1864. Reason: Chronic Diarrhea.

BULLETT, JOHN A. - Private. Webb's 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

BRICKLEY, J. C. - Private. Company "C" 10th Ark. Mounted Infantry. Captured March 19, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

BRICKLEY, GREEN - Private. Company "C" 10th Ark. Mounted Cavalry. Captured March 19, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

BREWER, J. M. - Private. Company "D" 12th Ark. Mounted Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

BRANTLEY, JACKSON - Private. Company "B" 18th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

BURKETT, JOHN - Private. Company "I" 24th Texas Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

BRAGG, BRANCH J. - Private. Company "A" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

BURNS, JAMES M. - Private. Company "E" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

BARNES, B. W. - Private. Company "E" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

BUIE, J. W. - Private. Company "H" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died May 4, 1864. Reason: fever.



BOYD, M. L. - Private. Company "H" 2nd Ark. Cavalry. Captured April 6, 1864 at Longview. Confined to Little Rock May 13, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

CHANDLER, W. W. - Assistant Surgeon. 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 28, 1864 and forwarded to Rock Island, Illinois.

MCCLINE, JACOB M. - Private. Company "A" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

COBB, BENJAMIN F. - Private. Company "B" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

COBB, D. G. - Private. Company "A" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

CLEMENS, WILLIAM - Private. Company "A" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

CARPENTER, ENOCH - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

CHRISTIE, JOSIAH A. - Private. Company "E" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

CASH, JOHN - Private. Company "G" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died May 24, 1864. Reason: none given.

CASH, JAMES - Private. Company "G" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died October 20, 1864. Reason: Chronic Diarrhea.

CRAWFORD, WILLIAM - Private. Company "I" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died July 21, 1864. Reason: Chronic Diarrhea.

CALLOWAY, ISSAC - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released August 17, 1864 and forwarded to Rock Island, Illinois.

CARSON, WILLIAM - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died June 20, 1864. Reason: Chronic Diarrhea.

CARSON, JOSEPH J. - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

CALLAWAY, WILLIAM C. - Private. Company "H" 10th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

CABEEN, W. W. <sup>W M M</sup> - Private. Company "G" 19th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois. *Docken's*

CURETON, J. L. - Private. Company "G" 19th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

COX, ROBERT R. - Private. Company "D" 15th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

CHILDERS, WILLIAM - Private. Company "G" 21st Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

COTHERN, DAVID C. - Private. Company "K" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

CRAIG, P. S. - Hospital Steward. Fagan's Division. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

DAUGHERTY, JOHN B. - Private. Company "A" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died June 22, 1864. Reason: Rubeola.

DORRITTY, JAMES - Private. Company "A" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

DEEN, JACOB - Private. Company "B" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.



DUNNINGHAM, J. M. - Private. Company "C" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

DRACE, JAMES B. - Corporal. Company "E" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

DENNY, REUBEN - Private. Company "A" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died April 9, 1864. Reason: None given.

DONIHOO, J. N. - Private. Company "B" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

DUNLAP, T. J. - Private. Company "B" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and died June 23, 1864. Reason: Rubeola.

DUVALL, GABRIEL - Private. Company "A" Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released April 21, 1864 and forwarded to Rock Island, Illinois.

DAWDY, D. J. - Private. Company "E" 11 Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

DORRIS, JAMES H. - Private. Company "I" 12th Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

DRAPER, R. H. - Private. company "D" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

DUKE, HENRY - Private. Company "G" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

ELLEDGE, THOMAS R. - Private. Company "E" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 4, 1864 and sent to New Orleans for "exchange."

ELLIOT, GAVENER, H. - Private. Company "C" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

EMERSON, WILLIAM A. - Private. Company "E" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and for-



EVANS, WILLIAM M. - Private. Company "G" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

FERGUSON, G. - Asst. Surgeon. Dockery's Brigade. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 28, 1864. "Went out with a flag of truce."

FOSTER, JAMES W. - Private. Company "A" MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

FORD, WILLIAM C. - Private. Company "D" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

FRENSLEY, JAMES A. - Private. Company "H" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

FITZPATRICK, JOSEPH W. - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

FORD, JOHN C. - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

FORD, JAMES M. - Private. Company "D" 15th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 12, 1864 and forwarded to Rock Island, Illinois.

FARNSWORTH, F. S. - Private. Company "I" 2nd Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

GREEN, DAVID - Private. Company "B" Woods [MO.?] Mounted Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

GRESHAM, WILLIAM H. - Private. Company "A" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died May 1, 1864. Reason: Typhoid Pneumonia.

GAGUE, WILLIAM C. - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died May 26, 1864. Reason: Rubeola.



## CONFEDERATE PRISONERS TAKEN DURING LONGVIEW EXPEDITION

An outline of events which took place in south Arkansas during the Red River Campaign in March and April, 1864, was published in the December, 1995 issue of this journal. The following is a continuation of the list of prisoners taken at Longview and will be concluded in futures issues of Roots.

GALLAHER, DAVID - Private. Company "G" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died July 4, 1864. Reason for death: Rubeola.

GILEY, ELIAS - Private. Company "G" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Ill.

GANDY, JOHN W. - Private. Company "H" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

GERLIN, NATHAN - Private. Company "H" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died May 28, 1864. Reason for death: Rubeola.

GLOVER, JOSEPH - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

GREEN, STERLING D. - Private. Company "E" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

GABRIEL, E. W. - Private. Company "K" 24th Texas Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

GLENN, J. E. - Colonel. Glenn's Co. Texas Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Violated parole and escaped November 29, 1864.

HUNT, GEORGE R. - Asst. Surgeon. Shank's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 21, 1864. "Went out with Flag of Truce."

HAYES, WILLIAM N. - First Leutinant. Company "A" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HURLEY, J. G. - 2nd Lt. Company "K" 1st Arkansas Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.



CONFEDERATE PRISONERS TAKEN DURING LONGVIEW EXPEDITION

HUGHES, E. - Private. Company "B" Wood's MO. Cavalry. Captured March 26, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

HUGHES, SAMUEL - Private. Company "B" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HAGAN, J. T. - Private. Company "C" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died June 1, 1864. Reason for Death: Ruebola.

HENDRICKS, PHILLIP S. - Private. Company "C" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HOPKINS, W. F. - Private. Company "D" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HUDGEPETH, JOHN - Private. Company "A" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HALE, SAMUEL - Private. Company "B" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

HARBIN, WILLIAM - Private. Company "B" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HOOKE, OWEN - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HOLDRIDGE, JAMES D. - Private. Company "E" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

HOAG, JAMES W. - Private Company "G" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

HEFLEY, WILLIAM L. - Private. Company "G" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.



## CONFEDERATE PRISONERS TAKEN DURING LONGVIEW EXPEDITION

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HAMMOND, WM. J. - Private. Company "H" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

HUGGINS, JOHN G. - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HANKINS, G. F. - Private. Company "K" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 4, 1865 and sent to New Orleans for ex-change.

HORTON, HARRIS - Private. Company "K" Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17 and forwarded to Rock Island, Illinois.

HASLEY, DREW - Private. Company "K" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

HARRIS, JAMES H. - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

HONEYCOTT, DOCK B. - Company "F" Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died July 17, 1864. Reason for death: Chronic Diarrhea.

HIDING, S. W. - Private. Company "A" 11th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HOGUE, JAMES H. - Private. Company "A" 11th Ark. Mounted Infantry. Captured March 19, 1864 at Longview. Confined to Little Rock April 4, 1864. Released April 11, 1864 "on oath." Satisfactory evidence being produced showing him a deserter.

HORD, JAMES A. - Private. Company "A" 11th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

HAMILTON, J. H. - Private. Company "D" 11th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

HUNTER, WM. D. - Corporal. Company "C" 10th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.



## CONFEDERATE PRISONERS TAKEN DURING LONGVIEW EXPEDITION

HARRISON, S. R. - Private. Company "C" 10th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

HUNT, ROBERT N. - Private. Company "G" 19th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HILL, A. J. - Sergt. Company "I" 15th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HOMES, J. - Private. Company "I" 15th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HASTY, JAMES - Private. Company "D" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

HARRIS, ELI - Private. Company "D" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

HOLEMAN, WM. W. - Private. Company "H" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

HAMILTON, J. W. - Private. Company "D" 3rd Trans-Mississippi Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

HARLAN, THOMAS - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

JACKSON, CRAVEN - 2nd Leut. Company "D" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

JOHNSON, GILBERT - Private. Company "D" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

JENKINS, JAMES P. - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died May 29, 1864. Reason for death: Rubeola.



## CONFEDERATE PRISONERS TAKEN DURING LONGVIEW EXPEDITION

JOHNSON, HIRAM G. - Private. Company "G" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died April 24, 1864. Reason for death: not given.

JONES, MARSHAL - Private. Company "H" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

JOHNSON, S. R. - Private. Company "H" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

JONES, JAMES - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1865 on "oath."

JEFFERYS, CHAS. A. - Private. Company "I" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1865 "on oath."

JOHNSON, H. H. - Private. Company "E" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Released May 17, 1864 and forwarded to Rock Island, Illinois.

KELLEY, THOMAS - Asst. Surgeon. Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 20, 1864. "Went out with Flag of Truce."

KNIGHTON, ALEX - 2nd Lieut. 11th Ark. Mounted Infantry. Captured March 29, 1864. Confined to Little Rock April 6, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

KING, ISAAC - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

KENNEDY, ROBERT - Private. Company "A" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

KIMBALL, ALLEN - Private. Company "D" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died June 5, 1864. Reason for death: Measles.

LEWELLY, HENRY - Private. Company "A" Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

LINDSEY, JAMES - Private. Company "G" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.



## CONFEDERATE PRISONERS TAKEN DURING LONGVIEW EXPEDITION

LEFAVER, ROBERT - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Arkansas.

LORING, DAVID A. - Private. Company "A" 11th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 17, 1864 and forwarded to Rock Island, Illinois.

LYNCH, J. W. - Private. Company "A" 11th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

LASTER, GEO. A. - Private. Company "A" 11th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

LEGRANGE, J. H. - Private. Company "I" Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

LAWSON, GALLOWAY - Private. Company "I" 15th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

LACY, MORGAN D. - Sergeant. Company "D" 18th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

LIVINGSTON, DAVID - Private. Company "E" 18th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

MCCLELLAN, M. W. - 2nd Lieut. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died May 19, 1864. Reason for death: Rubeola.

MCDONALD, JOHN C. - Private. Company "A" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

MOODY, ANDREW J. - Private. Company "B" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

MCKINSEY, TAYLOR - Private. Company "C" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.



## CONFEDERATE PRISONERS TAKEN DURING LONGVIEW EXPEDITION

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MCMURTRY, G. L. - Sergt. Company "E" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864 and forwarded to Rock Island, Illinois.

MCNIGHT, WM. - Private. Company "A" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died July 13, 1864. Reason for death: Typhoid Fever.

MADDIX, KINDRED L. - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

MAYS, JAMES - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

MCKINLEY, S. N. - Private. Company "E" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died December 6, 1864. Reason for death: Chronic Diarrhea.

MOREHEAD, C. - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died October 3, 1864. Reason for death: Chronic Diarrhea.

MCNEELEY, JOHN - Private. Company "B" Wrights Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

MCPHERSON, JAMES R. - Private. Company "C" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died June 8, 1864. Reason for death: Typhoid Fever.

MCNELLEY, JAMES M. - Private. Company "G" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

McFARLAND, JOHN - Private. Jones Company 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died August 19, 1864. Reason for death: Typhoid Fever.

MOODLEY, TRUE - Private. Webbs Company 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 8, 1864. Died June 18, 1864. Reason for death: Rubeola.

MCCASLIN, WILLIAM - Private. Company "C" 10th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.



## CONFEDERATE PRISONERS TAKEN DURING LONGVIEW EXPEDITION

MILES, F. - Private. Company "A" 19th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

MCMILLIAN, HIRAM - Private. Company "B" 19th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

MAYS, G. - Private. Company "D" 12th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

MOSER, PETER - Private. Company "B" 21st Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died May 14, 1864. Reason for death: Typhoid Fever.

MCCOLLUM, WILLIAM - Private. Company "B" 20th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

MEAD, R. D. - Sergt. Company "C" Wrights Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

MEAD, J. C. - Private. Company "C" Wrights Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

MORRISON, G. H. - Private. Company "E" Wrights Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

MCCARLEY, JOHN - Teamster. Company "B" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died April 15, 1864. Reason for death: not given. From Political Citizen to Prisoner of War.

MCLEAN, HUGH - Teamster. Company not given. 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died September 11, 1864. Reason for death: Hospital Gangrene. Remarks: "Claims to be a citizen."

NEEDHAM, H. S. - Private. Company "B" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

NEELEY, JOHN L. - Private. Company "G" 19th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.



## CONFEDERATE PRISONERS TAKEN DURING LONGVIEW EXPEDITION

NICHOLS, EDWARD O. - Private. Company "K" 15th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

OWEN, JOHN W. - Private. Company "C" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

OVERSTREET, M. - Private. Company "D" 11th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

PATTERSON, JESSE D. - 1st Lt. Company "D" 26th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

PARKER, BENJAMIN - Private. Company "D" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

PARKER, JOHN M. - Private. Company "A" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

PORTERFIELD, J. N. - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

PICKET, ROBERT M. - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

PITTMAN, JOEL S. - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

PERKINS, JOSHUA S. - Private. Company "B" 11th Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

PICKET, PHILLIP J. - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

POWELL, J. M. - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

#### CONFEDERATE PRISONERS TAKEN DURING LONGVIEW EXPEDITION

An outline of events which took place in south Arkansas during the Red River Campaign in March and April of 1864 was published in the December, 1995 issue of this journal. The following is the conclusion of the list of prisoners taken at Longview.

STONG, CHARLES - Private. Company "C" 19th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

SIMPSON, WILLIAM P. - Private. Company "G" 19th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

STEARNS, G. M. - Private. Company "D" 15th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

SMILEY, W. M. - Private. Company "F" 15th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

STEELE, CHRISTOPHER C. - Private. Company (not given) 15th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

SIMMONS, JAMES - Sergt. Company "K" 15th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

SIMMONS, WILLIAM N. - Private. Company "D" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

SLAUGHTER, JOHN - Private. Company "E" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

STONE, ISAAC - Private. Company "F" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

SMITH, SAMUEL - Private. Company "H" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died May 23, 1864. Reason: Typhoid Fever.

SKINNER, JEFFERSON J. - Private. Company "H" 23rd Ark. Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.



CONFEDERATE PRISONERS TAKEN AT LONGVIEW

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SEBASTAIN, SAMUEL - Private. Company "C" 2nd MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

SHERRY, JAMES - Teamster. Company "D" Crawfords. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Ill.

TAYLOR, RICHARD - QMS. Wood's MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

THOMPSON, LEONARD - Private. Company "B" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died June 9, 1864. Reason: Interitis.

TIMMS, T. - Private. Company "B" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Ill.

TAYLOR, JAMES D. - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died June 16, 1864. Reason: Rubeola.

TRENTHAM, A. W. - Private. Company "B" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

TISDALE, ALBERT - Private. Company "E" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

TEAGUE, W. L. - Private. Company "G" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

THOMAS, JOHN - Private. Company "G" 19th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

TURNBOUGH, MADISON C. - Private. Company "D" 15th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

THOMPSON, ARCH - Private. Company (not given) 16th Ark. Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

## CONFEDERATE PRISONERS TAKEN AT LONGVIEW

TYREE, DANIEL - Private. Company "B" 20th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WALKER, B. F. - 1st Lt. Company "F" 15th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

WEBB, ALEXANDER - Private. Company "B" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died November 13, 1864. Reason: Congestion Fever.

WINKLES, A. - Private. Company "D" Woods MO. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

WALKER, JOHN F. - Private. Company "B" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WELLS, GEORGE C. - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died June 5, 1864. Reason: Typhoid.

WINN, THOMAS - Private. Company "C" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WILKERSON, J. L. - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

WINTERBONNER, ELI - Private. Company "D" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

WHITE, HARVY - Private. Company "G" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died May 2, 1864. Reason: Typhoid Peumonia.

WHITE, JOHN R. - Private. Company "G" 1st Arkansas Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WALTHORN, J. C. - Private. Company "H" Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.



## CONFEDERATE PRISONERS TAKEN AT LONGVIEW

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WILLIAMS, RANDALL - Private. Company "H" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WORDS, GEORGE W. - Private. Company "K" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WALDROP, JOHN - Private. Company "D" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WHITEFIELD, J. B. - Private. Company "E" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

WOOD, WILLIAM T. - Private. Company "E" 2nd Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WRIGHT, JOSEPH F. - Private. Company "C" 5th Ark. Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WESSELL, EDWARD H. - Private. Company "A" 11th Ark. Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

WRIGHT, JOHN - Private. Company "A" 11th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died June 1, 1864. Reason: Rubeola.

WISHERT, JAMES - Private. Company "A" 11th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WILBURN, WILLIAM - Private. Livingston's Company 10th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WARD, J. H. - Private. Company "A" 19th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

## CONFEDERATE PRISONERS TAKEN AT LONGVIEW

WALKER, R. A. - Private. Company "F" 15th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

WILLIAMSON, H. H. - Private. Company "F" 15th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

WILLIAMSON, JAMES - Private. Company "F" 15th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released June 23, 1864 and forwarded to Rock Island, Illinois.

WITT, ALLISON - Private. Company "E" 18th Ark. Mounted Inf. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

WILLIAMS, F. M. - Private. Company "H" Wright's Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Died July 27, 1864 in Prison Hospital. Reason: Typhoid Fever.

YARDLEY, JAMES H. - Private. Company "H" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

YOUNG, RICHARD - Sergt. Company "H" 1st Ark. Cavalry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 and forwarded to Rock Island, Illinois.

YOUNG, DAVID G. - Private. Company "H" 10th Ark. Mounted Infantry. Captured March 29, 1864 at Longview. Confined to Little Rock April 4, 1864. Released May 7, 1864 on oath.

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<u>Unit Designation</u>	<u>Ideal Strength</u>	<u>Commanding Rank</u>
Company	100	Captain
Regiment	1,000	Colonel
Brigade	4,000	Brigadier General
Division	16,000	Major General
Army Corps	50,000	Lieutenant General

Taken from Mississippi River Routes, Vol. 4, No. 1; Dr. Ben Fartherree.



Subj: **Letter from W.T. Martin, 1926, Page 1.htm**  
Date: 10/30/03 8:22:43 PM Central Standard Time  
From: [bgilliam@worldnet.att.net](mailto:bgilliam@worldnet.att.net)  
To: [LeroyDeckelman@aol.com](mailto:LeroyDeckelman@aol.com)  
*Sent from the Internet (Details)*

Bradley County Webb

**Letter from W.T. Martin of Camden  
to Geter Martin of Johnsville  
Dec, 1926**

This letter appears courtesy of [Jayne Spears](#). The original letter is held by [Connie Groves](#).

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FROM:  
W.T. Martin  
ATTORNEY-AT-LAW

Camden, Arkansas  
December 20th, 1926

TO:  
Geter Martin  
Johnsville, Arkansas.

Dear Geter and Mattie-

Your letter of the 17th inst (sic) came duly to hand and I was truly glad to hear from you and that you were all well. This leaves us all very well, that is about like as when you was up here and we were down there that is up and around and about the place and take a car ride everyday. We went over to Jim Martin's yester afternoon, and I told him what you said that he would not answer, and he said the trifling rascal would not answer his that he wrote you a long letter and that was the last of it, he said tell you he is coming down there next summer again and eat some of Mattie's good cooking and stay next time longer.

He said that he made 73 bales of cotton and has about 2000 pounds of pork to kill and have killed two hogs and have been eating backbones, spareribs and sausage for a month and have plenty of sweet potatoes and corn bread, but not cooked as good as yours, and wanted you to come up and bring your wife and stay a week Christmas. To be sure and do so, I told him what you wrote about how longs has it been since Alex Hamilton and that other man killed the Harris boys that you thought it was forty years. He remembers that time very well that Duff had married and moved up here and him and Ollie was staying on our old place in the new house that him and Duff had built. That he talked to one of the Harris boys that week and he said he was going to whip old Alex Hamilton for he had taken all he was going to take from him and he met him and give him a good beating and went up to Johnsville Saturday he and his brother in a wagon and on their way back they got to a little prairie (I think). Alex Hamilton and this man came running up behind the wagon and they commenced to shooting them and while they were one the ground, they beg Hamilton not to shoot them any more for he had already killed them, but he shot them again. That was in the year 1889, thirty-seven years ago, you made a good guess when you said it was forty years.

**Page 2**

I will tell you of some more shooting scrapes in that country, in 1866 Tom hamlet and old man Rance Smith had a fallen out. They were brother-in-laws too and lived down in the corner some two or three miles below the Godfrey place and met one day in the big road and both had their shot guns and began to shoot at each other. Both jumped off their horses and got behind a tree, and Tom Hamlet left one of his shoulders and arms exposed and Rance Smith shot at that and filled his arm and hand full of buck shot and Hamlet hollowed to him not to shoot him any more. Rance Smith told him to set his gun up against the tree and walk out in the open and he would not, which he did and Smith went and bound up his

Thursday, October 30, 2003 America Online: Leroy Deckelman



wounds and helped him on his horse and went with him home. They were always good friends after that.

I will relate another shooting incident, old man Henry Hays and Mark McClain, Ed and George Lowry's uncle lived across the Langles south of the big road and they had a fallen out about something and met in the big road with their shot guns and told each other they did not want a tree to hide behind, but got off their horses in the big road and each patted their breast and told them to shoot. That they fired a round or two one or both got wounded. I have forgotten now, I know Ed and George Lowry can tell about that, but that we before they were born.

There was a man by the name of Pickard who use to own the Runnels place where George Lowry lived when he sold the place to Runnels, moved down in the corner and there was another man lived back of the Brady place by the name of McCauley was working the road and had a fallen out and Pickard went home and got his gun and came back and told McCauley he had come to kill him. McCauley told him he was too damned [sic] a coward to shoot him and pulled open his shirt bosom and patted it and told him to shoot and be damned and Pickard sighted his gun a long time at him and finally pulled the trigger and filled his breast full of buck shot, and he fell dead and they buried him by the side of the road across the creek on the hill where the Rock Island rail crosses the creek, the big road use to cross the creek there in those days and they had a long bridge across the creek and went on down to Wheeler's Landing that is the Sam Godfrey place.

There were two more men who came in there in an early day. Old man James moved from the state of Alabama some time in the early forties and tied a brush behind his front wagon to show the way for the wagons to come across the prairie from where Hamburg is now, to the Jack Fogle place and that is the public road this side of Hamburg and on in to Moors old mill place, and the other man whom I speak run a black smith shop. When we went there in 1856 on the east side of the road about a hundred yards from the Palestine Church and Gerrells (Ferrells?) lived in a ridge pole cabin where Uncle Mortimore Martin lived. Any way, Rix moved down in the corner near the grade (?) and was a close neighbor to old man James and they had a fallen out, and old man James told his folks he was going over to old man James and give him a good whipping and his son Dan followed on behind to see that his father did not beat him too much and got in old man Rix's coal pen. Old man James hellowed at the gate and told man Rix to come out, he was going to give him a good beating. He saw old man Rix reach for a gun over the door and he turned and ran behind the blacksmith shop and just as he did Rix put a load of buck shot in the corner of the shop as he ran around and as he ran off like a quarter horse, old man Rix filled his back full of squirrel shot and about that time his son Dan jumped out of the coal pen and old man James said another Rix by G—d and he doubled his speed, thinking Dan James was old man Rix's son and did not know better until he ran in his house and turned to shut the door and fainted and fell on the bed. His folks at once sent for Dr. Alpheus Rawls to pick out the shot and it was night when he got there, and they had not candles and used a pine torch light and every now and then the hot pitch would fall on his back and he would hollow, my God Dock don't cut me so hard.

My father's overseer, Alex Presley stole one of old man James girls and they were married by old uncle Joe Martin, and in a few hours on come old man James and told Presley he would be a dead man before sundown and went on to Johnsville and Presley after old man James left his father's house, got my father's double barrell shot gun and cleaned it up and loaded it with twelve blue whistlers in each barrell and put it in the rack and set down waiting for old man James to come back and after dark we heard old man James hollow hellow at the gate and Presley got up and got the gun. My father went out and old man James told my father to tell Presley to come out and he told my father to go back into the house and tell Presley he had forgiven him, but he would not and so old man James got down and went in the house and they made friends and had them to go back next day.

I could relate a good many other shooting scrapes, but will wait until I see you. I sent you a copy of the Eagle Democrat which contained an early history of Bradley County which I had written. Did you get it?

### Page 3

Well, I will tell you something of the history of the Martin family as you wrote wanting to know how long they have been in Arkansas. Well, old John martin was born in 1750 and married old General Marion's sister and General Francis Marion married his sister and he served through the Revolution War with him. His horse got killed in the Battle of Brandywine and he rode behind General Francis Marion on his horse off of the battlefield.

There were three children born, James, my grandfather, Joe, your grandfather and Mailand who married a Miss Lanfer (?) in South Carolina. Joe married a Miss Margaret Brooks, your grandmother and James married a Miss Metilda Wallace, my grandmother and they had six sons, John Thomas, William, Sadler, Mortimore and Palma and two daughters, Dreunetta and Matilda. Joe had two sons, Billy your father and John and one daughter, Mary. Old John Martin died in 1780 and his widow married a man by the name of Sadler and they had one son, Lucian and two daughters, Kate and Salley. Kate married a man by the name of Star and Sally married a man by the name of Sandifer. They lived in Rock Hill, South Carolina. Ruff McClain remembers them. Your Aunt Mary has first cousins in South Carolina, the Loves, Sandifers and a good many others. She is one degree nearer kin then me. I could write a hundred pages telling you the history of



the Martin family whom they married and the names of all the children that were born to them and who they married. Now, I can answer your question of how long has the Martin family been in Arkansas.

John G. Martin came from Perry County, Al to Union County with his mother's brother Minor Wallace in the early forties and settled near New Lndon. (sentence missing) John Martin married Rebeca Gill in Union County in 1847 and moved to Bradley County and settled on the Saline River hills east of Johnsville near old Dr. Cabeens, in the early fifties. Sadler Martin married two sisters, Jane Mann and his second wife, her sister Penny in Carthage Mississippi and moved to Arkansas in September 1856 and settled on the Rawls place. Mortimore Martin married a Miss Sarah Cato in Leake County, Miss in 1823 and moved to Arkansas with his brother-in-law old Henry S. Rawls in 1855 and he settled on the west side of Snake Creek about a mile north of where the road crosses the creek and Henry Rawls settled the Givens place. Uncle Joe Martin came with my father from Mississippi and he settled on the river hills about a mile east of where George Lowry lives now. They had three brothers, Thomas, Palma and William and their father and mother who are all buried in a Good Hope graveyard in Scott County, Mississippi. Your father's mother, Margaret died August 25, 1868. Uncle Joe Martin died on the Gillis Place below the Rufas Meek place in 1859. He was a Latin and Greek scholar and one of the smartest men in South Carolina in his day. And your grandmother's father Brooks was a rich man before the war. Billy Martin, your grandfather went back to Mississippi in 1875 and got some money from the Brooks estate. He rode one of old Fann's colts over there, one of the finest horses I most ever saw and left him over there and came home by a boat and afterwards sold the horse over there. That old mare brings up another long history in your father's history. A wartime history when he wore the gray and beared his breast to the storms of war and followed the old southern cause to the end. I know where of I write for I was right there and heard the boom of the cannon and felt the old hearth jar and all through that memorable struggle, my father and yours and all the men were gone which only left the old men and the boys at home. Yes, I was there, John and me hunted and fished and had a good time over all those old wood, river and swamp. We had no store, bought shoes clothing or hats and no coffee or good things to eat but what we raised in the country. (sentence missing) weaving for clothes for the soldiers and to ware and yet we had a plenty to eat and drink if it was brand coffee and a Johnny cake and sweet saugum molasses and coon and o'possoms and deer a plenty and the girls looked pretty and sweet in their home spun dresses and palmetto hats and shoes to dance in were made out of daddies broad cloth coats and pants. My what a good time we use to have, even if was war times.

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Well, Christmas times are coming again next Saturday which calls back Christmas times long years ago, Christmas eve night 1856, I hung my stocking at the Rawls place and old Santa Clause filled it full of good things bought from Old Phil Durden's store at Longview and in it was a little knife and the next day or two, we and one of the Negro boys, John went down to the old spring and a little up the branch to cut me a whip stalk and I cut my little middle finger most off, the scar is still there for I have just looked to see, which I told my old sweet heart this summer when we were over to see her. There is another in my heart which she did not see which she made long years ago, she know it was there for she cut the tender chord that bound us in love's first dream and yet I know she has one in her heart too which left a tender fiber for me still oh what a love story I have written on pages of time since that time.

My heart was made sad yesterday when I received a telegram from Jule Crawford's daughter that her father had died at twelve thirty that day. I sent it to Lounds York yesterday to show it to Jonathan Ferrell and Ed and George Lowry and to others who knew him. I expect you was too small to remember when he left there. 1878, all that Crawford family now are dead, but Ed who lived in Veslaco down on the Gulf of Mexico in Texas. Him and me were associates when we were young men and he was a noble good fellow and for the last hew years when I would go to Fort Worth, I would go to see him and he said he thought more of me than any man on earth, but his own brothers and we would have a good time talking about our young manhood sweetheart days and the good time we used to see going to see the girls.

We have been corresponding for several years, he said I could write the prettiest letters he ever read and would send them around to his Texas kind folks. The last time I was out there, him and me and Henry and Loraine went to see Miss Joe Hunt, my sweetheart after me and Lissie broke up and it would have done you good to have heard him and me and Miss Joe Hunt tell our good times. Miss Joe is an old woman now and the mother of ten children and a feeble old husband, Mr. Ad Rodgers, a good man however and she is a fine looking old lady, but not as spry and pretty as Mrs. Haskew.

Yes, Geter, I could write a hundred page letter of the good old time me and your father have had together, for I have known him all my life. I went to church yesterday and when I went to leave, I felt someone pull my coat sleeve and looked around and it was your Aunt Mary. My my I have known her since she was a babe in her mother's arms when we came to the state together, she was one year old. She has keen black eyes likes her father Uncle Joe. In 1857, old uncle Henry Rawls built a bresh arbor on the spring branch about fifty yards below the old spring and uncle Joe taught school there in the summertime and after that in the old log church when I first started school and taught there until the big storm in 1859 and blew a tree down on his house and hurt him and he never got over it and died in 1860.



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Well, Geter, I could write all night and day in and day out for days. I can see no end, always can write a few more words that is in my mind so you will have to come up and get your saddle and if you do I will still have something to say, for I love to write; if I am writing to one whom I have a kind place in my heart for and your know you have, if I know myself and I think I do, give my kindest regards to your little wife, Mattie, she is the best little woman I ever knew, bring her along with you when you come and she will see for herself what we think of our Martin kin folks.

I got a letter from Alvah Miller who married Lucy Rawls and went to Texas and moved there from Oklahoma, where she died and then he came back here and was down there about twenty five years ago and he lives in Pottersville in California and says that is the most overrated country on earth and tell his old Arkansas friends that around Johnsville is the best place to live and make any easy living of any place he ever saw and says if he was not so old, 78 years of age, he would come back there and live and raise stock on the Saline and have a good time which would be heaven enough for him. You know that field on the other side of the river there at Longview use to belong to his father and if he had it, he would come back there and live until he died and be buried where the gentle murmer of the Saline River waters were on their way to the sea, where the spring birds sing their sweet songs amid the glad smile of the flowers and the summer time of the year dangle his fishing line in the river and kill ducks in the winter of the year; he is a home sick brother weary and worn and wants some quiet nook where he can rest and ponder of the good old days when he lived at Longview.

Tell Grover Herring I wrote a contract and signed it and sent it to him to sign and return for a hundred dollars for the Powell place, just as it is and if he wants to build a fence in the lane, I will furnish the wire and you and Jonathan Ferrell to receive the fence if built according to the contract and I will send him a check for the wire what it cost at Warren. Ask him if he got the contract written as he said, write it and send to him, and he would sign and return to me. Look after my interest and see no one imposes me and write soon if you can not come.

Your cousin, Billy Martin

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